

Rainier Avenue Corridor Transportation Study

Appendices

- Appendix 1A. Executive and Steering Committee Membership**
- Appendix 1B. Guiding Principles**
- Appendix 1C. Project Newsletters**
- Appendix 1D. Public Comments Received at the Rainier Avenue Corridor Project Open Houses**
- Appendix 2A. Transit Route Summary**
- Appendix 2B. Bus Volumes Per Route**
- Appendix 2C. Hourly Traffic Volumes**
- Appendix 2D. Average Hourly Speeds**
- Appendix 2E. LOS By Movement**
- Appendix 3A. South Lake Washington Redevelopment**
- Appendix 3B. South Lake Washington Percent Change Traffic Volumes**
- Appendix 3C. South Lake Washington Level of Service**
- Appendix 4A. Ideas from “Brainstorming”**
- Appendix 4B. Ideas Eliminated from Consideration**
- Appendix 5A. Agency Comments on Draft Rainier Avenue Corridor Study Report**

Appendix 1A.

Executive Committee

Jay Covington, Chief Administrative Officer
 Gregg Zimmerman, Administrator, Planning/Building/Public Works
 Alex Pietsch, Administrator, Economic Development, Neighborhoods, and
 Strategic Planning
 Sandra Meyer, Director, Transportation Services Division

Steering Committee

Nick	Afzali	Renton Transportation
Leslie	Betlach	Renton Parks
Kevin	Chang	King County DOT
Dave	Christensen	Renton Utilities
Paul	Cornish	Sound Transit
John	Donatelli	WSDOT I-405 Project
Floyd	Eldridge	Renton Police
Debra	Feikema	Sound Transit
Terry	Flatley	Renton Parks
Abdoul	Gafour	Renton Water Utility
Jim	Gray	Renton Fire
Karl	Hamilton	Renton Transportation
Barrett	Hanson	WSDOT I-405 Project
Jon	Jainga	Renton Parks
Doug	Johnson	King County Metro Transit
Nathan	Jones*	Renton Transportation
Jason	Jordan	Renton Development Services
Rebecca	Lind	Renton EDNSP
Chuck	Marsalisi	Renton Police
Shawna	Mulhall	Renton EDNSP
Thomas	Noyes	WSDOT
Corey	Thomas	Renton Fire

* City Project Manager

Appendix 1B. Guiding Principles

Rainier Avenue Corridor Project

Goals, Objectives and Guiding Principles

Prepared by Mirai Associates (9-17-2003)

The purpose of this paper is to assist the City of Renton's Rainier Corridor Steering and Executive Committees in establishing goals and guiding principles for the Rainier Avenue Corridor Project. Preliminary staff discussions have identified the issues listed below as a starting point for discussion. Each section in this paper provides background information about each issue, along with consultant recommendations for Steering and Executive Committee action.

The issues that require input from the Advisory Committee fall into the following categories:

- Study Goals and Objectives
- Regional Facility Issues
- Land Use Issues
- Renton Arterial Plan
- Level of Service
- Road Widening
- Major Problem Areas
- Use of Streets
- High Occupancy Vehicles
- Pedestrian/Bike Facilities

Goals and Objectives of the Study

To proceed with the development of a transportation corridor plan for the Rainier Avenue Corridor, it is important that the Steering and Executive Committees reaffirm the goals and objectives of the study. The consultant recommends reaffirming the study goals and objectives as identified below in the consultant scope of work and project proposal report prepared by City transportation planning staff.

The study goals defined in the project scope of work are as follows:

The Rainier Avenue Corridor Project will comprehensively address traffic congestion, traffic safety, transit and high occupancy vehicle speeds, pedestrian circulation, and visual and urban design issues in this corridor.

The adopted scope of work identifies the following study objectives in support of these goals:

- 1. To develop a set of transportation system improvements that will address the existing and future transportation (traffic and transit) needs.**
- 2. To develop feasible transit improvements to enhance speed and reliability of transit services consistent with the Sound Transit and King County Metro needs.**
- 3. To maintain and enhance economic activities in support of the City's Business Plan Goals.**
- 4. To increase safety by managing property access from Rainier Avenue.**
- 5. To prioritize the improvements.**

Guiding Principles

Guiding principles define a set of policies that will be used to guide the study. These policies establish the general direction of the study and help direct available resources to the most important issues. Also, the guiding principles can clarify the assumptions underlying the decisions made in developing the corridor plan.

1. Regional Facility Issues

Background

Future traffic volumes and levels of traffic congestion in the Rainier corridor are influenced by freeway access locations and the capacity of the regional transportation system that serves the City of Renton. The lack of existing regional freeway capacity, particularly I-405, to accommodate existing traffic volumes is causing serious traffic problems in Renton.

In response, the region's decision-makers developed the I-405 Corridor Program with a set of policy and project recommendations. Although the extent and phasing of planned improvements remains unclear at this time, the Rainier Corridor Steering Committee needs to identify which regional improvements the Study should assume in developing projections of future traffic volumes and analyzing traffic congestion.

Nickel Gas Tax: The 2003 legislative session recently adopted a 5-cent gas tax increase, which will fund the following initial improvements to implement the I-405 Corridor Program Plan:

- I-405: Congestion Relief and Bus Rapid Transit Project (one additional lane approaching the I-405/SR 167 interchange - northbound from SR 181 to SR 167 and southbound from SR 169 to SR 167)
- SR 167: HOV Improvements between Auburn and Kent (construction)
- SR 167: Valley Freeway Expansion (environmental review)

I-405 Congestion Relief and Bus Rapid Transit Projects: At this time, WSDOT is also working to develop a 10-year implementation program derived from the I-405 Corridor Program. This 10-year implementation program is called I-405 Congestion Relief and Bus Rapid Transit Projects. Facility improvements and funding levels for the I-405 10-year program are yet to be decided but include an assumption that large parts of the transportation improvements will be funded by the new three-county taxing district, the Regional Transportation Investment District (RTID).

The I-405 Executive Committee with WSDOT staff is working to develop a list of the improvements from the I-405 Corridor Program to be adopted in the 10-year implementation program. This subset is now called Option C.

The main difference affecting Renton between the Option C of the 10-year program and the full program is that Option C does not include additional GP lanes on I-405 west of Talbot Road.

Summary of Option C Proposed I-405 Improvements in the Renton Area

The following is a list of the key improvements in the I-405 corridor:

- a. The existing loop ramps at the I-405/SR 167 interchange will be replaced with direct freeway-to-freeway ramps for GP lanes and HOV lanes.
- b. A new set of on and off ramps for I-405 will be provided in the median of the SR 167 and I-405 interchange. Except for a new HOV access at the median of I-405, there will be no direct access to and from Rainier Ave to I-405 and SR 167.
- c. East Valley Road will be connected with Rainer Ave by extending it under I-405. East Valley Road will have a new interchange at about SE 34 Street, providing access to and from the south only on SR 167.

- d. There will be two new half-interchanges on I-405: one with I-405 to and from the south at Lind Avenue and the other with I-405 to and from the north at Talbot Road. These two interchanges will be connected by frontage roads along I-405.
- e. The I-405 10-year funding program may include a proposal to establish a bus rapid transit (BRT) system between SeaTac and Lynnwood. The BRT will be an express bus system providing a limited number of stops at the stations located in the I-405 corridor. The stations are provided either in the I-405 median (an in-line station) or with direct access to the station constructed in the park and ride lot. The buses will make a quick turnaround to get back to I-405 after stopping at the station.

Consultant Recommendation

The 2030 traffic model for the City of Renton should conservatively assume the Option C improvements to I-405 but not the full I-405 Corridor Program improvements.

Together with the proposed two HOV direct access locations (North 8th Street and Rainer Avenue) in Renton, the Rainier Avenue study should assume implementation of the BRT system with all-day, 10-minute headways for express service between SeaTac and Lynnwood. The BRT buses will travel on Rainier Avenue and serve the Renton business area with a stop at the Renton transit center. It will be desirable to move the BRT buses as efficiently as possible through the city streets between the two HOV interchanges.

2. Land Use Issues

Background

Since land use changes in Renton's Urban Center area will strongly influence the volume of future traffic in the Rainier Avenue corridor, it is important to clarify future land use assumptions. The following is a list of potential land use changes that may affect traffic volumes in the Rainier Avenue corridor:

Boeing Renton Plant Redevelopment

Four alternative land use plans for redevelopment of the Boeing properties have been identified. A draft EIS is scheduled to be issued in this summer. It is important to select an alternative that will provide the most realistic future development scenario for the area. The City will provide direction as to the modeling assumptions to be used for 2030 modeling.

K-Mart Plaza

The K-Mart business building is vacant at this time and the parking area is used as a park and ride lot. It appears that McLendon's Hardware will purchase the site.

Auto Dealerships

Several auto dealers front the southern section of Rainier Avenue. While they occupy large tracts of land, the dealerships do not generate high volumes of traffic. Will the use of the land continue for auto sales in the future?

Consultant Recommendation

The City will provide direction as follows:

- Indicate assumptions concerning if and when Boeing will move its aircraft manufacturing operation in Renton. The Renton traffic forecast model should reflect the realistic future use of the Boeing properties.
- Assumptions as to the nature of the K-Mart Plaza property re-development.
- Provide the 2030 land use growth and reflect it in the 2030 traffic model.

3. Renton Arterial Plan

Background

The Renton Arterial Plan, a component of the Transportation Element of the Comprehensive Plan, is due for revision. It is anticipated this will occur in mid-to-late 2004. The most recently adopted plan includes projects that are no longer scheduled for construction. The revised Comprehensive Plan will drop the projects no longer needed and add newly identified projects, such those to be identified by the Rainier Avenue Corridor Study.

Consultant Recommendation

Recommendations of the Rainier Avenue Corridor study should be incorporated into an updated Arterial Plan when the study is completed.

4. Level of Service

Background

Renton's level of service standard, as adopted in the Transportation Element, is the weighted sum of the average 30-minute travel distance for single occupant vehicles, high occupancy vehicles and buses. The sum is called LOS index. The adopted standard in the Transportation Element of the Comprehensive Plan is an index of 49. Renton's travel demand forecast model is used to calculate the LOS index.

The most recent calculation of the 30-minute travel distance shows that City's transportation system is operating with the index of 42 in 2003.

Some question exists as to whether the adopted level of service standard will be the right tool for selecting facility improvements in the Rainier Avenue corridor, since the LOS index is a city-wide transportation performance indicator and it is not directly related to a specific transportation facility.

Consultant Recommendation

Based on our limited understanding about how the LOS index is calculated with the Renton model, it is unlikely that the LOS standard will directly help identify project needs within the Corridor. However, it can be used as an evaluation criterion, such that the study recommendations must support, maintain or improve the LOS index. Only alternatives that will make a positive contribution toward improving or maintaining the LOS index will be recommended for the Rainier Avenue corridor.

5. Road Widening

Background

Rainier Avenue is basically a seven-lane roadway south of Airport Way. (The northbound roadway under the railroad is narrowed to two through lanes, making that section six lanes.) Further roadway widening will bring a number of complications. Pedestrian and traffic conflicts will arise as pedestrian crossings take longer "green time" away from traffic. Business properties may lose parking spaces. And, landscaping between parking and sidewalks may be eliminated. Short of making an absolute declaration about ultimate roadway width, the Executive/ Steering Committee may wish to establish some policy guidelines that would govern the issue of potential corridor widening.

Consultant Recommendation

The consultant recommends adoption of the following policy regarding widening of the Rainier Avenue corridor:

Seek to minimize expansion of the Rainier Avenue “footprint”. Emphasize the use of the existing curb-to-curb width, with increased people carrying capacity. Allow localized expansion with creative ideas, e.g. turn lanes, queue bypasses, and/or intelligence transportation system solutions.

6. Major Problem Areas

Background

Rainier Avenue carries high levels of traffic, with a daily average volume of about 50,000 vehicles. However, while the level of service calculations using Synchro show that the intersection delays at Rainier Avenue and Grady Way are substantial, other intersections operate at acceptable levels of service. The intersections north of the railroad operate at particularly good levels of service. Congestion is generally confined to the area adjacent to I-405.

Since future traffic conditions have not yet been studied, a definitive conclusion cannot be made regarding future traffic congestion. We do know that the current travel delays are much more serious in the southern section of the corridor than the northern section.

Consultant Recommendation

The Rainier Avenue Corridor study will evaluate options to improve the travel conditions for all modes of transportation, and provide particular focus on easing traffic congestion and reducing bus travel delays at the intersection of Grady Way and Rainier Avenue.

7. Use of Streets

Background

The Rainier Avenue corridor study area includes two streets parallel to Rainier Avenue: Hardie Avenue and Shattuck Avenue. Hardie Avenue provides access to commercial establishments and can be viewed as a bypass street to Rainier Avenue. Shattuck Avenue, on the other hand, is a local access street with some challenges and constraints: it has a substandard railroad crossing and single family houses front the street. Without upgrading the underpass of the railroad bridge, Shattuck Avenue cannot function as a through street. Shattuck Avenue also abuts a private Catholic school whose administration and parents have been very vocal against any increases in bus or car traffic on Shattuck Avenue.

Consultant Recommendation

Unless the land uses along Shattuck Avenue drastically change in the near future, it will be desirable to leave Shattuck Avenue as a local access street, perhaps with some urban design enhancements. It would be desirable to explore ways to increase the use of Hardie Avenue in this study.

8. High Occupancy Vehicles

Background

Facilities for high occupancy vehicles (HOVs) can serve transit, carpools or both. At times, policy considerations support improvements for one over another. For example, the marginal benefits of expanding a roadway to carry carpools and/or transit on an arterial HOV lane may be greatly outweighed by the cost of additional right of way needs and enforcement actions. Signal prioritization (allowing an approaching vehicle to minimize delays at intersections) provides a much less capital-intensive method of improving travel speeds. However, while signal prioritization may be an effective way to increase transit speed and reliability, it would prove extremely impractical when applied to carpools.

Emphasizing transit over carpooling or vice versa is a policy decision that requires case-by-case consideration. From the perspective of cost-effectiveness, the Rainier Avenue Corridor appears to be a stronger candidate for transit priority-type improvements and less attractive for arterial HOV-lane type carpool improvements.

Consultant Recommendation

The City should continue to work with large employers to encourage the use of carpools and vanpools by providing incentives. At the same time, while the Rainier Avenue Corridor study will seek opportunities to promote carpools and vanpools, a higher priority should be given to accommodate transit needs to achieve higher speed and reliability.

9. Pedestrian/Bike Facilities

Background

The City's Transportation Element designates Rainier Avenue from the north city limit to Airport Way as a mixed-use facility, meaning it is a facility for pedestrians and bicycles as well as automobiles. It also designates Taylor Avenue NW and Hardie Avenue SW as a bicycle route. Rainier Avenue through Renton includes sidewalks on both sides of the street, and occasional street trees and pedestrian amenities. The sidewalks are 4 – 5 feet wide and located next to the traffic lane (the exception to this situation is the Rainier

Avenue section north of Airport Way, where shoulder/bike lanes are provided between the curb and the traffic lane). However, walking on or crossing Rainier Avenue remains uncomfortable for pedestrians. Automobiles dominate the corridor, such that a more reasonable balance between the facilities for motorized vehicles and those for the non-motorized modes is needed.

Consultant Recommendation

The Rainier Avenue Corridor study should assume that the adopted bicycle route plan, which is to use Hardie Avenue SW as a bicycle route, is valid. Implementation of bicycle facilities on Rainier Avenue south of Airport Way is not currently recommended, other than consideration of how to link South 7th to the Interurban Trail and Rainier Avenue/Airport Way to the Lake Washington loop. The study should, however, carefully examine ways to accommodate the needs of pedestrian travel on Rainier Avenue.



City of Renton Rainier Avenue Corridor Project



Rainier Avenue is a critical transportation corridor serving the central Renton area, with existing operational problems and projected severe traffic congestion in the future. The Rainier Avenue Corridor Project will produce a master plan by the end of 2004 for proposed improvements to the Rainier Corridor. The Project will comprehensively address traffic congestion, traffic safety, transit and high occupancy vehicle speeds, pedestrian circulation, and visual and urban design issues in this corridor. The study area will encompass 3.5 miles of Rainier Avenue (including East Valley Road) from the proposed new ramps on SR 167 in the vicinity of SW 34th Street to the North City Limits.

Project Goals/Objectives

The preliminary objectives of the Rainier Avenue Corridor Project are:

- To develop a comprehensive set of **transportation system improvements** that will address the existing and future transportation (traffic and transit) needs
- To define existing and future **access needs**
- To develop feasible **transit improvements** to enhance speed and reliability of transit services consistent with Sound Transit and King County Metro needs
- To maintain and **enhance the corridor's business vitality**
- To address the **hazard to commercial vehicles and restricted traffic flow from the BNSF Railroad Bridge**
- To provide **buffers for pedestrians** between sidewalks and the roadway
- To create visually attractive **gateways**
- To **prioritize the improvements**

DO YOU HAVE COMMENTS AND/OR CONCERNS? Please drop the attached card in the mail.

Cut here....

Please write your comments below and mail this form to the address on the front of this card. You may also use our comment/project mailing list sign-up on our web page at <http://www.ci.renton.wa.us>.



Project Benefits

This project will set the stage for major improvements along one of Renton's busiest business corridors, including:

- **Improved transit** services
- Potential **reduction in traffic congestion**
- Improved **safe access to and from businesses** along the corridor
- **Minimized accidents at intersections and along the roadway**
- Enhanced **pedestrian safety** and comfort
- Enhanced **visual appeal**

Public Involvement

Citizens can provide feedback to the City with their opinions and interests in this study by submitting a comment form electronically or by mail and by attending the project open houses. The City will advertise the open houses in the Renton Reporter and City Source, as well as on the City's web site. The City's project newsletter mailing list includes residents, property owners and businesses in close proximity to the Rainier Corridor.

Project Schedule

MARCH - SEPTEMBER 2003

- Prepare Existing Conditions Analysis
- Identify Future Corridor Needs
- Open House #1

OCTOBER 2003 - MAY 2004

- Develop Evaluation Criteria
- Identify Preliminary Corridor Improvement Concepts
- Evaluate Corridor Improvement Concepts

JUNE - JULY 2004

- Open House #2
- City Council Review/Select Preliminary Preferred Concept

SEPTEMBER – DECEMBER 2004

- City Council review and approval/adoption

Contact Us

For comments and/or questions, contact:
City of Renton Transportation Systems Division,
Attn: Nate Jones, Transportation Planner
Tel: (425) 430-7217 or
E-mail: njones@ci.renton.wa.us

DO YOU HAVE COMMENTS AND/OR CONCERNS? Please drop the attached card in the mail.



Nate Jones, Transportation Planner
City of Renton Transportation Systems Division
1055 S. Grady Way
Renton, WA 98055



Rainier Avenue Transportation Study

Project Newsletter, Vol. 1, Number 2

Please Join Us

You are invited to attend the upcoming public open house to review traffic projections for 2030 and preliminary improvement ideas for the Rainier Avenue vicinity.

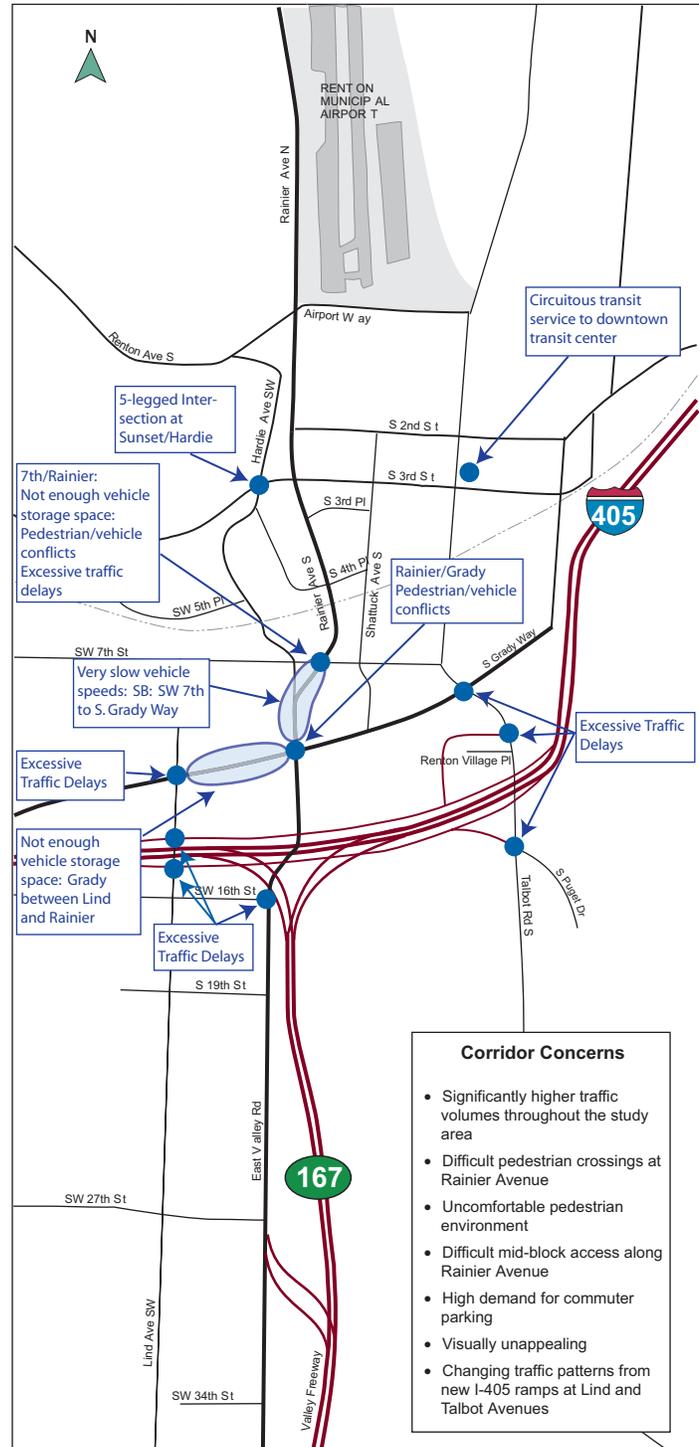
Traffic Conditions in the Future

Understanding the future nature and volume of traffic in the Rainier Avenue corridor will help us identify the required street, transit, pedestrian and bicycle improvements. **Figure 1** shows some of the transportation problems that could exist in the year 2030, based upon household and employment forecasts.

Potential Improvements

Utilizing this traffic forecast, the City has developed preliminary ideas for potential improvements. We would like the public to review the traffic projections and comment on the draft ideas at the open house. Using information from the open house and other meetings, the City will develop a project list and analyze how the transportation system would perform with the suggested changes. The public will review staff recommendations for projects this fall, with Council action slated for late 2004 or early 2005.

Figure 1. 2030 No Action Conditions



The Rainier Avenue Transportation Study

The Rainier Avenue Transportation Study will produce a master plan by the end of 2004 for proposed improvements to the Rainier Corridor, including:

- Improved transit services
- Potential reduction in traffic congestion
- Improved safe access to and from businesses along the corridor
- Minimized accidents at intersections and along the roadway
- Enhanced pedestrian safety and comfort

The study area encompasses 3.5 miles of Rainier Avenue (including East Valley Road) from the proposed new ramps on SR 167 in the vicinity of SW 34th Street to the North City Limits.

News Flash!

Renton received a \$2.2 million state grant to rebuild the Rainier Avenue railroad bridge. Design will start this summer, with construction slated for as early as 2006.

Contact Us

For comments and/or questions, contact:

City of Renton
Transportation Systems
Division

Attn: Nathan Jones
Transportation Planner
Tel: (425) 430 7217

E-mail:
njones@ci.renton.wa.us

or

visit the City of Renton
Homepage at

www.ci.renton.wa.us



Project Schedule

Mar - Oct 2003	<ul style="list-style-type: none"> • Prepare Existing Conditions Analysis • Open House #1
Nov 2003 - Jun 2004	<ul style="list-style-type: none"> • Develop Evaluation Criteria • Identify Preliminary Corridor Improvement Concepts • Identify Future Corridor Needs • Open House #2
Jun - Oct 2004	<ul style="list-style-type: none"> • Evaluate Corridor Improvement Concepts • Open House #3 • City Council Review/Select Preliminary Preferred Concept
Oct - Jan 2005	<ul style="list-style-type: none"> • City Council Review and Approval/Adoption

Rainier Avenue Corridor Project

OPEN HOUSE #2

Please Join Us

Wednesday, June 9

4:00 to 7:00 p.m.

Renton Senior Activity Center

211 Burnett Avenue North

Renton, WA 98055



City of Renton
Transportation Systems Division
1055 South Grady Way
Renton, WA 98055



Rainier Avenue Transportation Study

Project Newsletter, Vol. 3, Number 1

Please Join Us

You are invited to attend the upcoming public open house to review the project team's preliminary recommendations for this important transportation corridor. The Mayor and City Council want to hear your thoughts about these recommendations before adopting a final plan later this year.

What's Been Happening?

Last June, we held our second open house to present the full range of ideas generated by city staff, partner agencies and the public. Subsequently, the project team projected traffic conditions in 2015 to help identify which projects would be needed in the short versus the long run.

Key objectives are to maintain and/or improve transit travel time through the Rainier Corridor, to improve pedestrian and vehicular safety on Rainier Avenue, and to enhance business vitality by improving the appearance of Rainier Avenue through Renton.

Study Recommendations

The project team has identified preliminary recommendations for a first phase of improvements for the corridor. Key elements are shown on Figure 1, including:

1. Safety and aesthetic improvements on Rainier Avenue S, including landscaped medians between S 2nd Street and S 4th Place
2. New transit lanes on Hardie Avenue SW from SW Sunset Boulevard to Rainier Avenue S
3. Sidewalk and street crossing improvements on Rainier Avenue S between S 2nd Street and S 4th Place.
4. Replacement of the Hardie Avenue SW railroad bridge
5. Northbound transit-only signal on Rainier Avenue S at Hardie Avenue SW
6. Improved access to Renton Center from Hardie Avenue SW

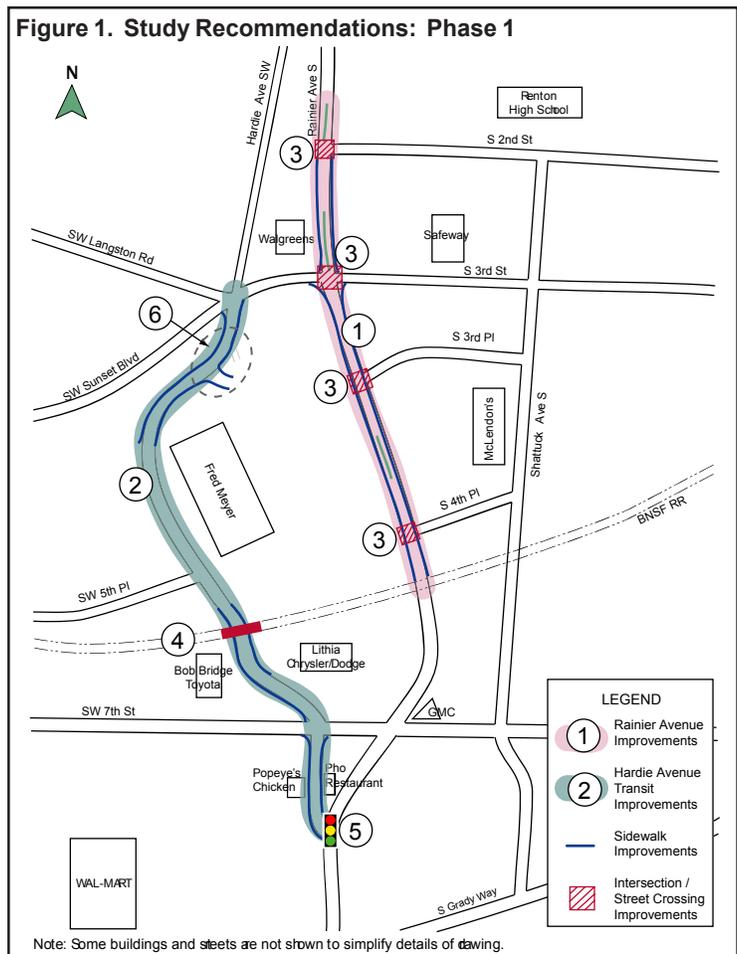
The Mayor and City Council will review public comment and adopt a final set of recommendations in 2005.

The Rainier Avenue Transportation Study

The Rainier Avenue Transportation Study will produce a master plan for proposed improvements to the Rainier Corridor, including:

- Improved transit services
- Reduced traffic congestion
- Improved safe access to and from businesses along the corridor
- Intersection improvements
- Enhanced pedestrian safety and comfort

The study area encompasses 3.5 miles of Rainier Avenue (including East Valley Road) from the proposed new ramps on SR 167 in the vicinity of SW 34th Street to the north city limits.



Project Schedule

Mar - Oct 2003	<ul style="list-style-type: none"> • Prepare Existing Conditions Analysis • Open House #1
Nov 2003 - May 2004	<ul style="list-style-type: none"> • Develop Evaluation Criteria • Identify Preliminary Corridor Improvement Concepts • Identify Future Corridor Needs • Open House #2
Jun - Dec 2004	<ul style="list-style-type: none"> • Evaluate Corridor Improvement Concepts
Jan - Mar 2005	<ul style="list-style-type: none"> • Open House #3 • City Council Review/Select Preliminary Preferred Concept • City Council Review and Approval/Adoption

Contact Us

For comments and/or questions, contact:

City of Renton
Transportation Systems Division

Attn: Nathan Jones
Transportation Planner
Tel: (425) 430 7217

E-mail:
njones@ci.renton.wa.us

or

visit the City of Renton
Homepage at

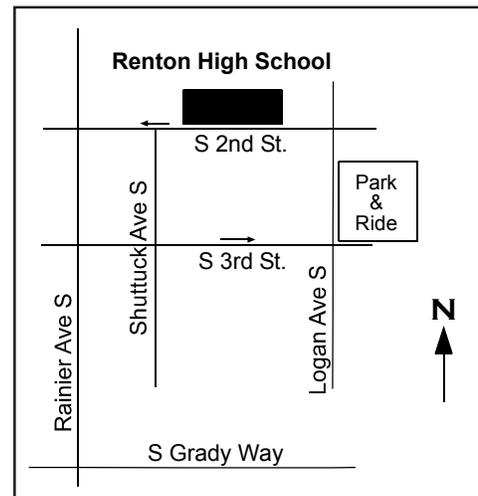
www.ci.renton.wa.us

Rainier Avenue Corridor Project

OPEN HOUSE #3

Please Join Us

Wednesday, March 30
4:00 to 7:00 p.m.
Renton High School Commons
400 South 2nd Street
Renton, WA 98055



City of Renton
Transportation Systems Division
1055 South Grady Way
Renton, WA 98055

Appendix 1-D. Public Comments

Rainier Avenue Corridor Study
Comment Sheet

We would like to hear from you. Please send us your comments so that we can consider them in our decisions. Thank you.

Overall
Renton is: Pedestrian unfriendly especially for challenged people.

- Frequently, utility poles block curb ramps and sidewalks.
- Few level sidewalks - bypass driveways.
- Most sidewalks next to traffic rather than planter strips next to traffic.

Karl S. Jevitan
425.226.9220
P O Box 206
Renton WA 98057

Send to:

Mr. Nathan Jones, Project Manager
City of Renton
Planning/Building/Public Works
Transportation Systems Division
Renton City Hall - 5th Floor
1055 South Grady Way
Renton, WA 98055
Tel: 425/430-7217
Fax: 425/430-7376
E-mail: Njones@ci.renton.wa.us



Rainier Avenue Corridor Study Comment Sheet

We would like to hear from you. Please send us your comments so that we can consider them in our decisions. Thank you.

There is some traffic problem
from S.W 7TH TO Grady and
167TH that I have noticed

Some of the buildings my buildings
are on Third and Rainier and
Sunset

Shucks, makes flowers
and Fire Stone

425-228-0300

Send to:

Mr. Nathan Jones, Project Manager
City of Renton
Planning/Building/Public Works
Transportation Systems Division
Renton City Hall - 5th Floor
1055 South Grady Way
Renton, WA 98055

Tel: 425/430-7217
Fax: 425/430-7376
E-mail: Njones@ci.renton.wa.us



Rainier Avenue Corridor Study Comment Sheet

We would like to hear from you. Please send us your comments so that we can consider them in our decisions. Thank you.

- Streetscapes*
1. Turf Parkways (between sidewalk & Curb) with street trees.
 2. Turf areas minimum of 8 feet wide if possible IF less than 3 feet wide → concrete with tree grates (least favored)
 3. IF 8 feet wide turf area, use only medium to small trees. If less than 8 feet: 6-8 feet medium to small; 4-6 feet medium to small; 4 feet or less small tree only.
 4. Trees - plant one tree every 60 feet between trees.
 - keep trees min. 30' from street lights; 40' from traffic signs; 80' from street traffic signals.
 - use low growing trees where overhead electric lines exist.
 - tree grate size (if used) minimum 3 or 4' feet wide X 8' long (min.)
 5. - minimum 40' from intersections, 10' from driveways; 6 feet from water laterals.

Send to:

Mr. Nathan Jones, Project Manager
City of Renton
Planning/Building/Public Works
Transportation Systems Division
Renton City Hall - 5th Floor
1055 South Grady Way
Renton, WA 98055
Tel: 425/430-7217
Fax: 425/430-7376
E-mail: Njones@ci.renton.wa.us





Rainier Avenue Corridor Transportation Planning Study Open House #2 Comment Form

Your input is important to us. We welcome your comments. Thank you.

the property on Rainier (block north
of 5.2nd (west side))

need a 2-way turn lane
be

175 Rainier Ave south
Greg O'Farrell
(206) 919-5400

Please send to:
Nathan Jones, Project Manager
City of Renton
Planning/Building/Public Works
Transportation Systems Division
Renton City Hall - 5th floor
1055 South Grady Way
Renton, WA 98055

Note: if you want to be contacted about your
comments, please be sure to provide your address,
phone number, or e-mail. Thank you.



Rainier Avenue Corridor Transportation Planning Study Open House #2 Comment Form

Your input is important to us. We welcome your comments. Thank you.

GOOD PRESENTATION -

James P. Wilhoit

Please send to:
Nathan Jones, Project Manager
City of Renton
Planning/Building/Public Works
Transportation Systems Division
Renton City Hall - 5 th floor
1055 South Grady Way
Renton, WA 98055

Renton Rainier Avenue Corridor Study

**Rainier Avenue Transportation Corridor
Open House #3 Comment Sheet
March 30, 2005**

We would like to hear from you. Please leave your comments with City staff or send them to the address below so that we can consider them in our decisions. Thank you.

How about a bus lane for bus only
early. How long is project expected
to take? What time of the
year is this expected to start?
How about a second left turn lane
from 167 to Grady.

Send to:

Mr. Nate Jones, Project Manager
City of Renton Transportation Systems Division
1055 South Grady Way
Renton, WA 98055
Tel: (425) 430 7217
E-mail: njones@ci.renton.wa.us



DAVE THOMPSON McLENDON HOWE

Renton Rainier Avenue Corridor Study

Rainier Avenue Transportation Corridor Open House #3 Comment Sheet March 30, 2005

We would like to hear from you. Please leave your comments with City staff or send them to the address below so that we can consider them in our decisions. Thank you.

Please consider bicycle traffic on Hardie Ave between 5th St (SW Sunset Blvd) and SW 7th St. If the transit lanes are to be used for bicycles, it would be good to have it signed so bicycles and transit drivers know it is appropriate and legal to use the transit lane. The sidewalk is not a viable alternative. If SW 7th is also a bike route, please sign. The Sunset, Longston, Hardie Ave intersection is unsafe and difficult for bicycles and pedestrians. It needs to be improved. The study goals should include non-motorized traffic enhancement.

Send to:

Mr. Nate Jones, Project Manager
City of Renton Transportation Systems Division
1055 South Grady Way
Renton, WA 98055
Tel: (425) 430 7217
E-mail: njones@ci.renton.wa.us

Thank you
Tom Baker

Cascade Bicycle Club Ride Leader



Renton Rainier Avenue Corridor Study

**Rainier Avenue Transportation Corridor
Open House #3 Comment Sheet
March 30, 2005**

We would like to hear from you. Please leave your comments with City staff or send them to the address below so that we can consider them in our decisions. Thank you.

TURN LANE POCKET SHOULD
EXTEND ALL THE WAY
TO AIRPORT WAY.

TURN LANE WOULD PROVIDE
CHANCE FOR DEU. ON BOTH
SIDES OF RAINIER BETWEEN
2ND & AIRPORT WAY.

GREG O'FARRELL
706-919-5400

Send to:

Mr. Nate Jones, Project Manager
City of Renton Transportation Systems Division
1055 South Grady Way
Renton, WA 98055
Tel: (425) 430 7217
E-mail: njones@ci.renton.wa.us



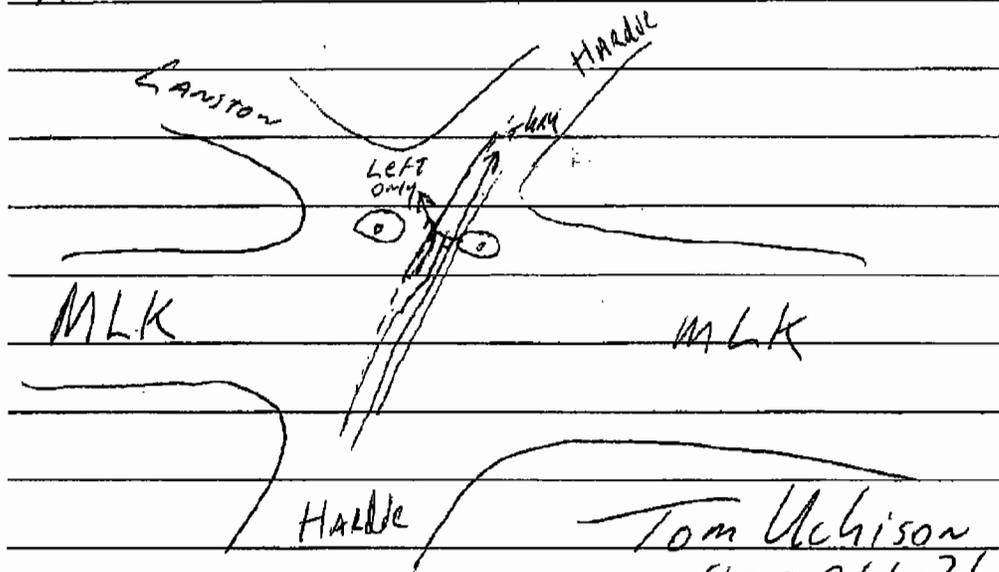
Renton Rainier Avenue Corridor Study

**Rainier Avenue Transportation Corridor
Open House #3 Comment Sheet
March 30, 2005**

We would like to hear from you. Please leave your comments with City staff or send them to the address below so that we can consider them in our decisions. Thank you.

→ LEFT TURN LANE NEEDED
AT HARDIE GOING TO LANGTON RD

I suggest a Left only lane and
A Hardie thru lane.



Tom Uchison
425 761-3662

Send to:

Mr. Nate Jones, Project Manager
City of Renton Transportation Systems Division
1055 South Grady Way
Renton, WA 98055
Tel: (425) 430 7217
E-mail: njones@ci.renton.wa.us



Renton Rainier Avenue Corridor Study

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We would like to hear from you. Please leave your comments with City staff or send them to the address below so that we can consider them in our decisions. Thank you.

Rainier Ave Comments: Crosswalk distance from one side of street to other is a great distance. For able bodied people, this distance can be covered with less effort. Someone in a wheel chair or not as able, may have difficulty reaching the other side of the street before the walk sign changes & the traffic signal changes. A median at the crosswalk in the middle of the street would prevent someone from not making the other side being at risk of moving traffic.

ainier & Harder

Not in favor of landscaped medians as presented & would prefer more space be allocated to planter strip between sidewalk & curb. On Harder, use small to medium

(over)

Send to:

Mr. Nate Jones, Project Manager
City of Renton Transportation Systems Division
1055 South Grady Way
Renton, WA 98055
Tel: (425) 430 7217
E-mail: njones@ci.renton.wa.us



Sized trees if planter strip will be less than 6 feet wide.

Terry F. - Parks

From: "Michelle Bradford" <MBradford@eracare.com>
To: <njones@ci.renton.wa.us>
Date: Mon, Mar 17, 2003 2:43 PM
Subject: Rainier Avenue Study

Dear Nathan,

Thank you for your presentation at the Renton Chamber on Friday morning. It was very informative. Would you please provide me with a contact for the King County project for improving Rainier Avenue north of the Renton City limits. We have been trying for so long to get accessible bus service for our residents at The Lakeshore so that they can maintain their ties to the Renton Community, as well as access activities in Seattle. Thanks again.

Michelle R. Bradford
Community Relations Coordinator
The Lakeshore Retirement Residence
206-772-1200

Nathan Jones - You did super!**Page 1**

From: "Suzette Cooke" <suzettec@renton-chamber.com>
To: "Nathan Jones" <njones@ci.renton.wa.us>
Date: Mon, Mar 17, 2003 7:38 PM
Subject: You did super!

The feedback I've received - and my own opinion echoes this - has been very positive about your presentation last Friday. We look forward to a year-long + relationship on the Rainier Ave Corridor project.

Suzette Cooke
425-226-4560 ext 14

CC: "Nick Afzali" <nafzali@ci.renton.wa.us>

From: "Phyllis Forister" <phyllis@factsfinder.com>
To: <njones@ci.renton.wa.us>
Date: Mon, Oct 6, 2003 4:54 PM
Subject: Heavy Traffic at the corner of Main & Bronson

We recently moved to 131 Main Ave. S in Renton. We are across the street from the Cedar River Court Senior Housing complex and immediately adjacent to the intersection of Main and Bronson. As you probably already know this particular intersection is very busy as well as dangerous because of all the streets leading into this intersection. Since May we have witnessed two accidents and heard the screeching breaks and horns from the near miss accidents. Add in a very busy fire, aid car station, plus an aid car stationed on Main Ave S, and you have a dangerous to say nothing of noise pollution situation. The semi's and similar big trucks shake our house when they go by. Because there are stop lights every block from Main Ave on up 2nd Ave going toward Rainer Avenue, we hear the trucks dieseling and the gearing up and down quite a lot. We weren't prepared for the noise pollution that presents itself daily. We didn't think we were going to be living next door to a truck route. Is this Bronson considered a truck route?

Is there anything within the Rainier Avenue Corridor plans that will ease the heavy traffic using this street/intersection? There is a large population of people (mostly elderly), that live along this particular stretch I'm describing.

Have Renton citizens/officials noticed or considered the high level of noise pollution within Renton? We think Renton is a nice town except for the heavy traffic and noise level. We appreciate the efforts being made to upgrade the downtown area, the summer market, the river trail, the soon to be finished Pavilion, but the refurbishing plan needs to include the aesthetics of a community as well, which include peace and safety which is compatible with commerce.

Thank you.
Phyllis Forister [
425-226-9220

From: <lammkeller@comcast.net>
To: <njones@ci.renton.wa.us>
Date: Fri, Oct 17, 2003 8:04 AM
Subject: Rainier Avenue Project

Hello Mr Jones,

I will not be able to attend the open house next week regarding the Rainier Ave. Project. But wanted to voice a couple of comments/concerns for the record. I live in the Earlington Neighborhood of Renton, just up from Rainier Ave on the west hill. My son just started as a Freshman at Renton High School. Our neighborhood is one that the Renton School District considers to be within walking distance and does not provide transportation to or from school. In addition there is no public transportation. As such, the students in our neighborhood must walk to and from school. This is fine in terms of distance but my concern is that they must navigate crossing several intersections around Rainier Ave, Third Ave, Taylor/Hardie and Sunset/MLKing. These are all extremely congested with heavy traffic areas and multiple lanes. Traffic moves very fast, weaves in and out around metro buses, moving into turn lanes etc. So as you think about future planning for the Rainier Corridor I am urging you to think about our students how must navigate this area in walking to and from school.

The other concern I have is the development that is occurring and being planned in the Earlington and Skyway neighborhoods. This will be resulting in increased traffic through our neighborhoods as residents drive to the business area along Rainier Ave and downtown Renton. What is being done to plan for this increased traffic so that our neighborhoods are not being adversely effected? The neighborhoods on the west hill are not equipped to handle the increased traffic down into the city and business district. Nor do we want to give up the quiet streets where children can safely get to parks, schools and friends homes.

Thanks you for the opportunity to provide input and raise concerns. Your response would be appreciated.

Leslie Keller
816 S. W. 3rd Pl
Renton, WA 98055
425-277-9673

Nathan Jones - Rainier Avenue Corridor Information Request

From: <formmail@www.ci.renton.wa.us>
To: <njones@ci.renton.wa.us>
Date: Fri, Apr 23, 2004 10:36 PM
Subject: Rainier Avenue Corridor Information Request

Below is the result of your feedback form. It was submitted by
(formmail@www.ci.renton.wa.us) on Saturday, April 24, 2004 at 01:36:17

first_last_name_____: David Moosbrugger

your_email_____: DavidM64@aol.com

request_location_____: As the city of Renton is attempting to revitalize the area, I suggest that the city pay attention to the "Details" and "polish" to make the roadway a pleasing corridor to drive, as well as taking into consideration safety and traffic flow.

I have also submitted my suggestion for the 3rd/4th street corridor study, which was creating center landscaped medians as well as buffered sidewalks and burying power lines.

Many areas of the city are becoming upscale. To become and compete with "bellevue, kirkland or Issaquah, we need to think like them, pay attention to the details and create a nice, pleasing corridor that make residents feel proud to live in the Renton.

Thank you for taking the time to listen to my comments.

David Moosbrugger

Contact_me: Yes

Mail_list_Method: Email

From: <formmail@www.ci.renton.wa.us>
To: <njones@ci.renton.wa.us>
Date: Sat, Jul 10, 2004 3:48 PM
Subject: Rainier Avenue Corridor Information Request

Below is the result of your feedback form. It was submitted by
(formmail@www.ci.renton.wa.us) on Saturday, July 10, 2004 at 18:48:18

first_last_name____: David Moosbrugger

your_email____: DavidM64@aol.com

phone_number____: 425-793-3935

st_address1____: 565 Anacortes Ave NE

city_state_zip____: Renton, WA 98059

request_location____: One of my main concerns would be the aesthetics of the roadway.

-
Rainier Ave is one of the main thoroughfares of the City. Please be certain that we pay attention to the "polish and detail", including the use of landscaping and greenery to create a nice atmosphere while traveling on the roadway.

-
Bellevue has created such an atmosphere on 8th Street east of I-405 and Newcastle has also created this on Coal Creek.

-
Renton is becoming an upscale area and we need to think "ahead" and make decisions to improve the area and what will make it a beautiful, yet functional corridor.

-
I also suggested the same issues for the 3rd/4th street and Duvall Corridors.

-
Lets create an atmosphere that people from other areas will take notice and want to move/live in Renton too!

-
Thank you for you attention. Please call me if you would like additional input.

David Moosbrugger

Contact_me: Yes

Mail_list_Method: Email

From: <formmail@www.ci.renton.wa.us>
To: <njones@ci.renton.wa.us>
Date: Fri, Sep 10, 2004 11:39 AM
Subject: Rainier Avenue Corridor Information Request

Below is the result of your feedback form. It was submitted by
 (formmail@www.ci.renton.wa.us) on Friday, September 10, 2004 at 14:38:53

first_last_name_____: Karen Goto

your_email_____: kj101202@aol.com

request_location___: Thank you for providing information about the Rainier Corridor Improvement Study.
 Has any work been done at the North end at the City Limits?
 Has any work been done regarding the "Gateway" improvements?
 Is Renton pursuing any Brownfields Redevelopment Grants to improve the businesses along Rainier at
 the North end of Renton along Rainier Av?
 Will the study findings be available to the public via the website or at City Hall?
 Thank you.

Contact_me: Yes

Mail_list_Method: Email

Nathan Jones - Meeting

Page 1

From: "Gail McLendon" <gail.mclendon@mclendons.com>
To: <njones@ci.renton.wa.us>
Date: Fri, Mar 11, 2005 5:22 PM
Subject: Meeting

Thank you so much for coming to the store and briefing us on the upcoming improvements. We really appreciate it. Thank Shawna for us as well (I didn't get her email).

Gail McLendon

McLendon Hardware, Inc.
440 Rainier Ave. S.
Renton, WA 98055
425.264.1545 office
425.264.1511 fax

Nathan Jones - Rainier Avenue project**Page 1**

From: "bernie" <bernie@dochnahl.com>
To: "Nathan Jones" <Njones@ci.renton.wa.us>
Date: Fri, Mar 18, 2005 12:50 PM
Subject: Rainier Avenue project

Nate, here are my take aways from our meeting this morning:

- i.
Changes will reduce congestion around transit stops.
- ii.
Changes will create more pedestrian-friendly areas.
- iii.
This is the first phase that will be funded 2/3 by Sound Transit, 1/3 City funds.
- iv.
Changes should be good for businesses on both routes.
- v.
This is a project that is seeking business and residential buy in.

Does that make sense?

Bernadene "Bernie" Dochnahl
DENBE of Renton, LLC
425-271-1153
Bernie@Dochnahl.com

CC: "Sara Garner" <sgarner@renton-chamber.com>

From: "Effie Moody" <effie.moody@Seattle.Gov>
To: <njones@ci.renton.wa.us>
Date: Mon, Mar 28, 2005 9:30 AM
Subject: Rainier Ave Corridor Project Open House #3 Notice

FYI,

Dear M/ Jones,

As you are probably aware, The City of Seattle has major supply lines running through the city of Renton. We would appreciate it if you would involve the city in any plans that will affect our major supply lines that run through the area which is slated for improvement in the future. (see attached)

The real property agent to contact is: Bob Gambill
Seattle

Public Utilities

700 5th

Ave, Suite 4900

PO Box

34018

Seattle,

WA 98124-4018

Telephone: 206-684-5969

or myself at the same address.

Please send a copy of the preliminary engineering plans when the project develops that far.

Thanks!

Effie

206-684-5970

Pleasure in the job puts perfection in the work.

---Aristotle

CC: "Audrey Hansen" <Audrey.Hansen@Seattle.Gov>, "Bob Gambill" <Bob.Gambill@Seattle.Gov>

Appendix 2A. Transit Routes and Bus Volumes Serving Renton in Spring 2003

Route	Service Area	Service Type	Direction	Bus Volume					
				Early AM Period (before 6:00 AM)	AM Peak Period (6 AM-9 AM)	Midday Period (9 AM -3 PM)	PM Peak Period (3 PM - 6 PM)	Evening Period (after 6 PM)	All Day
101	Downtown Seattle (Tunnel), SODO, South Renton P&R, Renton Transit Center, Fairwood	Weekdays, Saturday, Sunday	To Renton	0	9	12	17	12	50
			To Seattle	4	17	12	8	7	48
105	Renton Transit Center, Renton Technical College Renton Highlands	Weekdays, Saturday, Sunday	To Renton	3	6	12	6	10	37
			To Renton Highlands	0	6	12	6	10	34
106	Downtown Seattle (Tunnel), SODO, Rainier Beach, Skyway, Renton Transit Center	Weekdays, Saturday, Sunday	To Renton	0	6	12	8	14	40
			To Seattle	2	8	12	6	12	40
107	Rainier Beach, Lake Ridge, Bryn Mawr, Renton Transit Center	Weekdays, Saturday, Sunday	To Renton	1	6	12	5	10	34
			To Rainier Beach	3	6	11	6	8	34
110	SW Renton, South Gate, FAA, Renton Transit Center, Renton Boeing, Paccar/Kenworth, North Renton	Weekdays	To SW Renton	0	6	1	6	0	13
			To North Renton	1	7	0	7	0	15
140	Burien Transit Center, Sea-Tac Airport, McMicken Heights, Southcenter, South Renton P&R, Renton Transit Center	Weekdays, Saturday, Sunday	To Burien	2	11	12	12	6	43
			To Renton	0	10	14	12	8	44
143	Downtown Seattle, Renton, Maple Valley P&R, Black Diamond	Weekdays	To Black Diamond	3	2	3	4	0	12
			To Renton, DwtN Seattle	0	4	3	2	3	12

Appendix 2A. Transit Routes and Bus Volumes Serving Renton in Spring 2003 (Continued)

Route	Service Area	Service Type	Direction	Bus Volume					
				Early AM Period (before 6:00 AM)	AM Peak Period (6 AM-9 AM)	Midday Period (9 AM -3 PM)	PM Peak Period (3 PM - 6 PM)	Evening Period (after 6 PM)	All Day
148	Renton Transit Center, South Renton P&R, Royal Hills, Fairwood	Weekdays, Saturday, Sunday	To Fairwood	0	6	12	5	5	28
			To Renton	0	6	11	6	7	30
149	Renton Transit Center, Maple Valley P&R, Black Diamond	Weekdays	To Black Diamond	3	2	3	4	0	12
			To Renton, Dwtm Seattle	0	4	3	2	3	12
153	Kent Transit Center, East Valley Road, South Renton P&R, Renton Transit Center	Weekdays	To Kent	0	5	1	5	1	12
			To Renton	0	5	1	5	2	13
155	Fairwood, Cascade Vista, Valley Medical Center, Southcenter	Weekdays	To Southcenter	1	3	6	3	1	14
			To Fairwood	0	3	6	3	1	13
163	Downtown Seattle, SODO, Tukwila P&R, Valley Medical Center, Kent East Hill	Weekdays	To Kent East Hill	0	0	0	3	1	4
			To Dwtm Seattle	0	4	0	0	0	4
167	University District, Bellevue Transit Center, Wilburton P&R, Newport Hills P&R, Kennedydale, Renton Boeing, South Renton P&R, Kent Transit Center, Auburn P&R	Weekdays	To Auburn P&R	0	0	0	4	1	5
			To Bellevue, U. District	1	4	0	0	0	5
169	Renton Transit Center, South Renton P&R, Valley Medical Center, Kent East Hill, Kent Transit Center	Weekdays, Saturday, Sunday	To Kent	2	7	12	6	8	35
			To Renton	1	6	12	6	11	36

Appendix 2A. Transit Routes and Bus Volumes Serving Renton in Spring 2003 (Continued)

Route	Service Area	Service Type	Direction	Bus Volume					
				Early AM Period (before 6:00 AM)	AM Peak Period (6 AM-9 AM)	Midday Period (9 AM -3 PM)	PM Peak Period (3 PM - 6 PM)	Evening Period (after 6 PM)	All Day
240	Clyde Hill, Bellevue Transit Center, Factoria, Newcastle, Renton Highlands, Renton Boeing, Renton Transit Center, South Renton P&R	Weekdays, Saturday, Sunday	To Renton	1	6	12	6	9	34
			To Bellevue, Clyde Hill	1	6	12	6	8	33
247	Redmond, Overlake, Overlake Transit Center, Overlake P&R, Eastgate P&R, Factoria, Newport Hill P&R, Renton Boeing, Renton, South Renton P&R, Kent, Kent Boeing	Weekdays	To Renton, Kent	0	3	0	0	0	3
			To Overlake	0	0	0	3	0	3
280	Night Owl Service, S Renton P&R, Tukwila, Downtown Seattle, Bellevue Transit Center, Kenndale, Renton	Nightly	To Tukwila, Dwtm Seattle	0	0	0	0	2	2
			To Bellevue, Renton	0	0	0	0	2	2
342	Shoreline P&R, Aurora Village Transit Center, Lake Forest Park, Kenmore, Bothell P&R, Bellevue Transit Center, South Bellevue P&R, Newport Hills, Kenndale, Renton Boeing, Renton Transit Center	Weekdays	To Renton	1	5	0	0	0	6
			To Shoreline P&R	0	0	0	5	0	5

**Appendix 2A. Transit Routes and Bus Volumes Serving Renton in Spring 2003
(Continued)**

Route	Service Area	Service Type	Direction	Bus Volume					
				Early AM Period (before 6:00 AM)	AM Peak Period (6 AM-9 AM)	Midday Period (9 AM -3 PM)	PM Peak Period (3 PM - 6 PM)	Evening Period (after 6 PM)	All Day
ST 560	Bellevue Transit Center, South Bellevue P&R, Newport Hills P&R, Kenndale, Renton Boeing, Renton Transit Center, Sea-Tac Airport	Weekdays, Saturday, Sunday	To Bellevue via Renton	1	6	12	6	7	32
			To Sea-Tac via Renton	1	6	12	6	8	33
ST 565	Federal Way Transit Center, Auburn Transit Center, Auburn Commuter Rail Station, Kent Transit Center, Renton Transit Center, Boeing Renton, Bellevue Transit Center	Weekdays	To Bellevue	1	5	6	3	2	17
			To Federal Way	1	3	6	6	2	18
908	Renton DART Service, Maplewood, Renton Highlands, Renton Technical College, Renton Transit Center	Weekdays, Saturday	To Renton	0	2	6	3	1	12
			To Renton Highlands	0	2	6	3	1	12
909	Renton DART Service, Kenndale, Renton Highlands, Renton Transit Center	Weekdays, Saturday	To Renton	0	3	6	3	2	14
			To Kenndale	0	3	6	3	2	14

Source: King County Metro, Spring 2003

Appendix 2B. Bus Volumes on Rainier Avenue by Segment

Buses Traveling on Rainier between Airport Way and Northern City Limits													
Route	Destination	Early AM Period (before 6:00 AM)		AM Peak Period (6 AM-9 AM)		Midday Period (9 AM -3 PM)		PM Peak Period (3 PM - 6 PM)		Evening Period (after 6 PM)		All Day	
		Volume	Frequency	Volume	Frequency	Volume	Frequency	Volume	Frequency	Volume	Frequency	Volume	Frequency
NB on Rainier													

TOTAL		0		0		0		0		0		0	0
SB on Rainier													

TOTAL		0		0		0		0		0		0	0

Buses Traveling on Rainier between S. 2nd Street and Airport Way													
Route	Destination	Early AM Period (before 6:00 AM)		AM Peak Period (6 AM-9 AM)		Midday Period (9 AM -3 PM)		PM Peak Period (3 PM - 6 PM)		Evening Period (after 6 PM)		All Day	
		Volume	Frequency	Volume	Frequency	Volume	Frequency	Volume	Frequency	Volume	Frequency	Volume	Frequency
NB on Rainier													
106	To Seattle	2	23	8	30	12	30	6	30	12	12	40	40

TOTAL		2		8		12		6		12		40	40
SB on Rainier													
106	To Renton	0	30	6	30	12	23	8	14	14	40	40	40

TOTAL		0		6		12		8		14		40	40

Appendix 2B. Bus Volumes on Rainier Avenue (Continued)

Buses Traveling on Rainier between S. 3rd Street & S. 2nd Street

Route	Destination	Early AM Period (before 6:00 AM)		AM Peak Period (6 AM-9 AM)		Midday Period (9 AM -3 PM)		PM Peak Period (3 PM - 6 PM)		Evening Period (after 6 PM)		All Day	
		Volume	Frequency	Volume	Frequency	Volume	Frequency	Volume	Frequency	Volume	Frequency	Volume	Frequency
<input type="checkbox"/> SB on Rainier													
101	To Seattle	4	11	17	30	12	23	8	7			48	
105	To Renton Highlands	0	30	6	30	12	30	6	10			34	
106	To Renton	0	30	6	30	12	23	8	14			40	
107	To Rainier Beach	3	30	6	33	11	30	6	8			34	
110	To SW Renton	0	30	6	360	1	30	6	0			13	
140	To Burien	2	16	11	30	12	15	12	6			43	
143/149	To Renton, Dwtn Seattle	0	45	4	120	3	90	2	3			12	
153	To Kent	0	36	5	360	1	36	5	1			12	
169	To Kent	2	26	7	30	12	30	6	8			35	
ST 560	To Sea-tac via Renton	1	30	6	30	12	30	6	8			33	
ST 565	To Federal Way	1	60	3	60	6	30	6	2			18	
TOTAL		13		77		94		71				322	
NB on Rainier													
----			----		----		----						
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TOTAL		0		0		0		0				0	

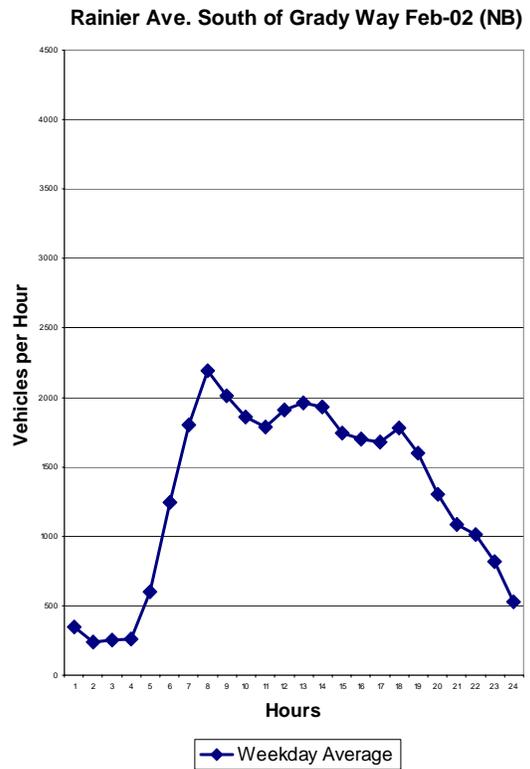
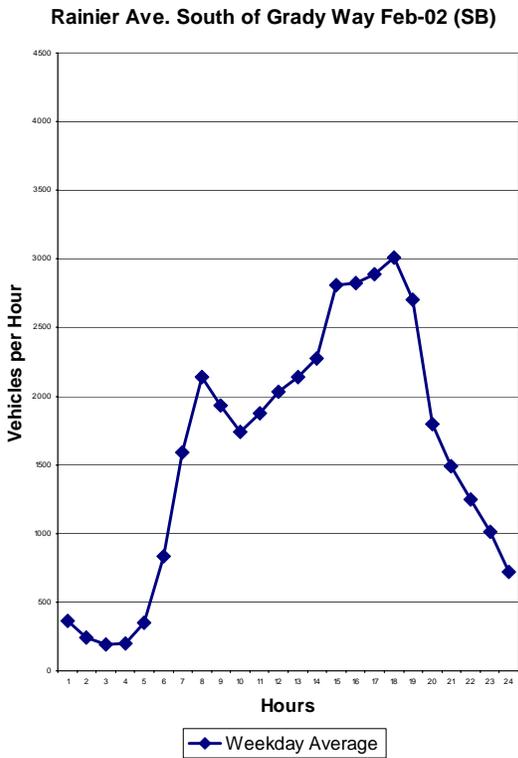
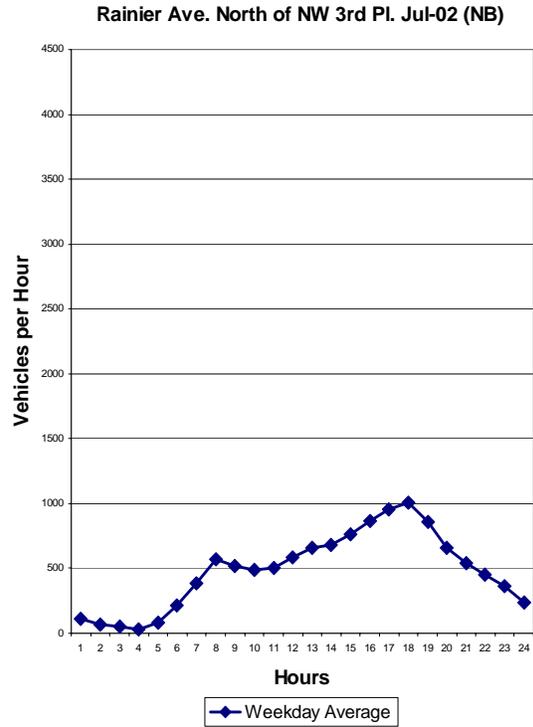
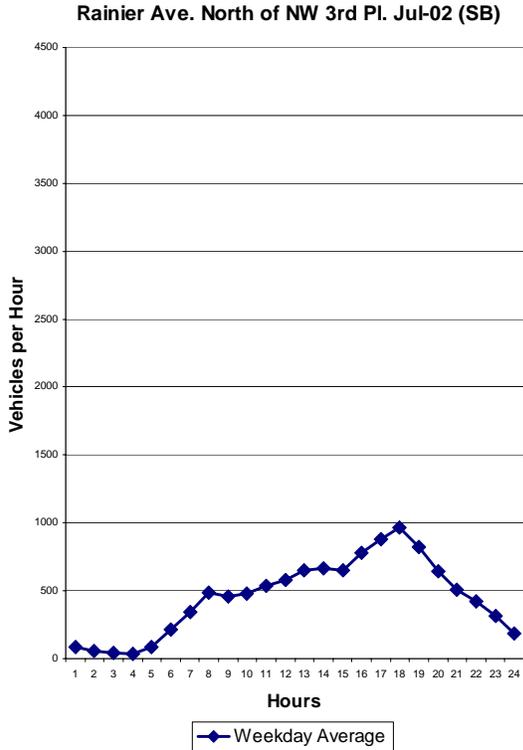
Appendix 2B. Bus Volumes on Rainier Avenue (Continued)

Buses Traveling on Rainier between SW 7th Street and S. 3rd Street													
Route	Destination	Early AM Period (before 6:00 AM)		AM Peak Period (6 AM-9 AM)		Midday Period (9 AM -3 PM)		PM Peak Period (3 PM - 6 PM)		Evening Period (after 6 PM)		All Day	
		Volume	Frequency	Volume	Frequency	Volume	Frequency	Volume	Frequency	Volume	Frequency	Volume	Frequency
101	NB on Rainier To Seattle	4	11	17	30	12	23	8	7			7	48
110	To North Renton	1	26	7	----	0	26	7	0			0	15
140	To Renton	0	18	10	26	14	15	12	8			8	44
169	To Renton	1	30	6	30	12	30	6	11			11	36
240	To Bellevue, Clyde Hill	1	30	6	30	12	30	6	8			8	33
ST 560	To Bellevue via Renton	1	30	6	30	12	30	6	7			7	32
ST 565	To Bellevue	1	36	5	60	6	60	3	2			2	17
TOTAL		9		57		68		48	43			45	225
SB on Rainier													
101	To Renton	0	20	9	30	12	11	17	12			12	50
110	To SW Renton	0	30	6	360	1	30	6	0			0	13
140	To Burien	2	16	11	30	12	15	12	6			6	43
169	To Kent	2	26	7	30	12	30	6	8			8	35
240	To Renton	1	30	6	30	12	30	6	9			9	34
ST 560	To Sea-Tac via Renton	1	30	6	30	12	30	6	8			8	33
ST 565	To Federal Way	1	60	3	60	6	30	6	2			2	18
TOTAL		7		48		67		59	45			45	226

Appendix 2B. Bus Volumes on Rainier Avenue (Continued)

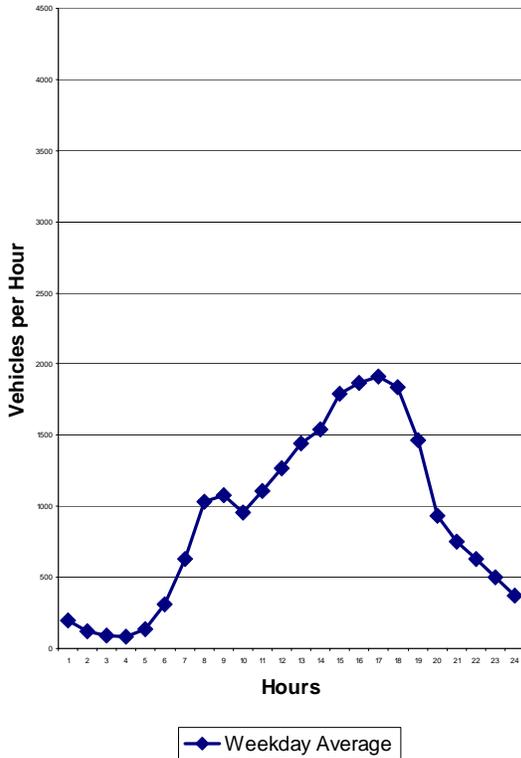
Buses Traveling on Rainier between S Grady Way and SW 7th St.												
Route	Destination	Early AM Period (before 6:00 AM)		AM Peak Period (6 AM-9 AM)		Midday Period (9 AM -3 PM)		PM Peak Period (3 PM - 6 PM)		Evening Period (after 6 PM)		All Day
		Volume	Frequency	Volume	Frequency	Volume	Frequency	Volume	Frequency	Volume	Frequency	
NB on Rainier												
101	To Seattle	4	11	17	30	12	23	8	7			48
140	To Renton	0	18	10	26	14	15	12	8			44
169	To Renton	1	30	6	30	12	30	6	11			36
240	To Bellevue, Clyde Hill	1	30	6	30	12	30	6	8			33
TOTAL		6		39		50		32	34			161
SB on Rainier												
101	To Renton	0	20	9	30	12	11	17	12			50
140	To Burien	2	16	11	30	12	15	12	6			43
169	To Kent	2	26	7	30	12	30	6	8			35
240	To Renton	1	30	6	30	12	30	6	9			34
TOTAL		5		33		48		41	35			162

Appendix 2C. Hourly Traffic Volume Charts in the Study Area

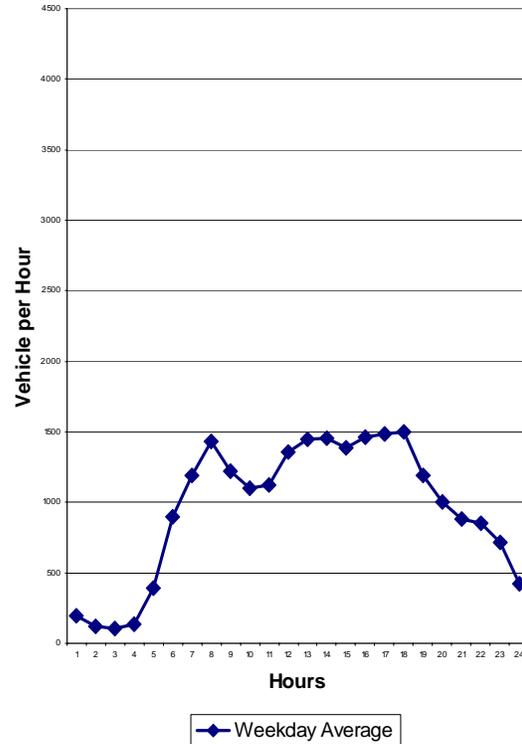


Appendix 2C. Continued

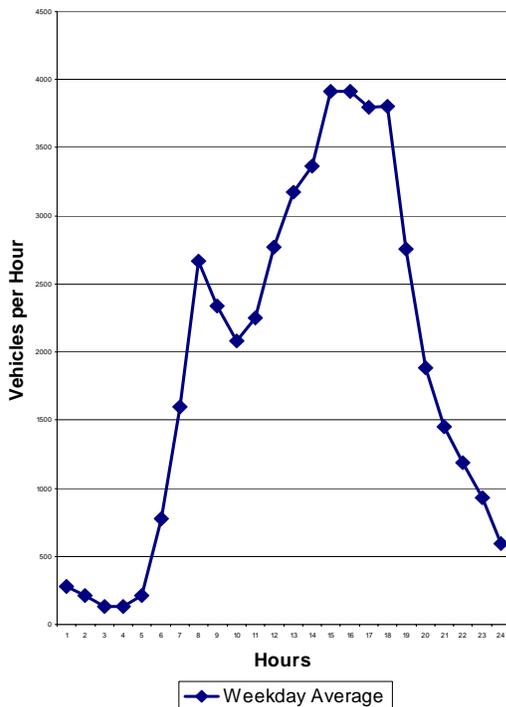
Rainier Ave. North of S. 7th St. Jul-02 (SB)



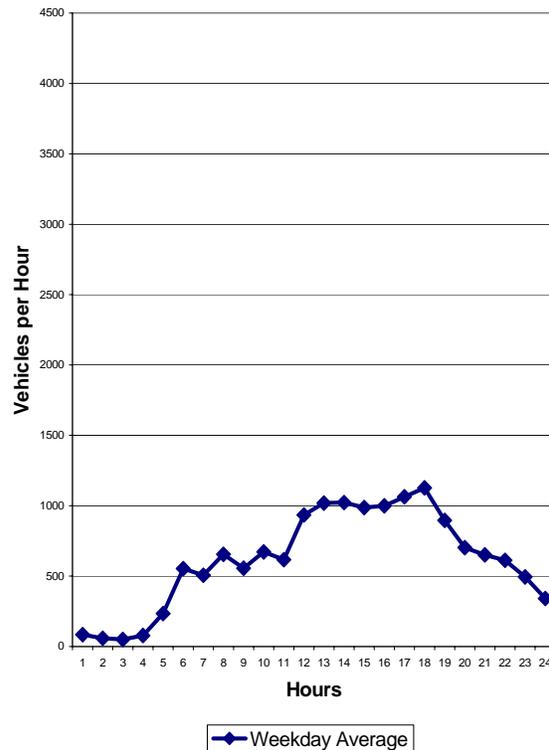
Rainier Ave. North of S. 7th St. Jul-02 (NB)



Rainier Ave. South of S. 2nd St. May-02 (SB)

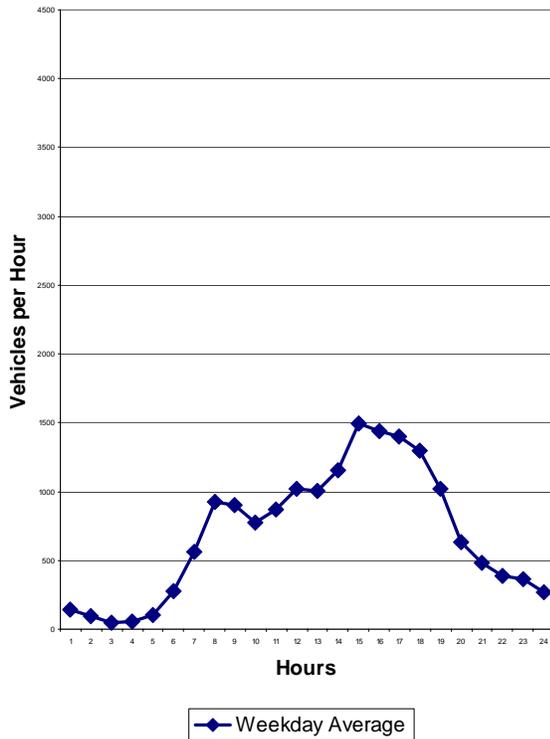


Rainier Ave. South of S. 2nd St. May-02 (NB)

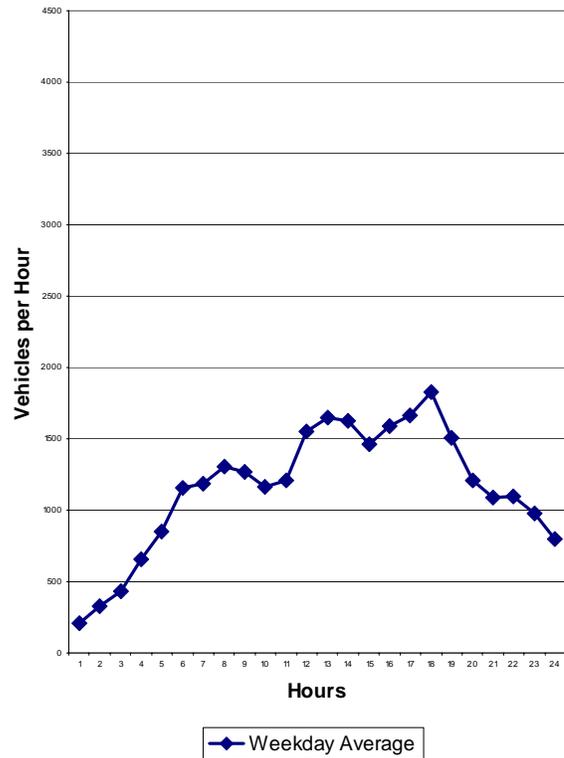


Appendix 2C. Continued

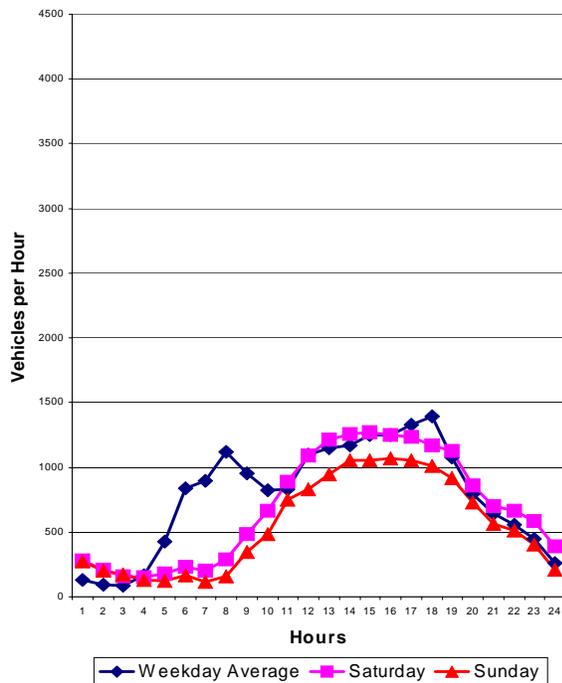
Rainier Ave. South of Aiport Way Feb-02 (SB)



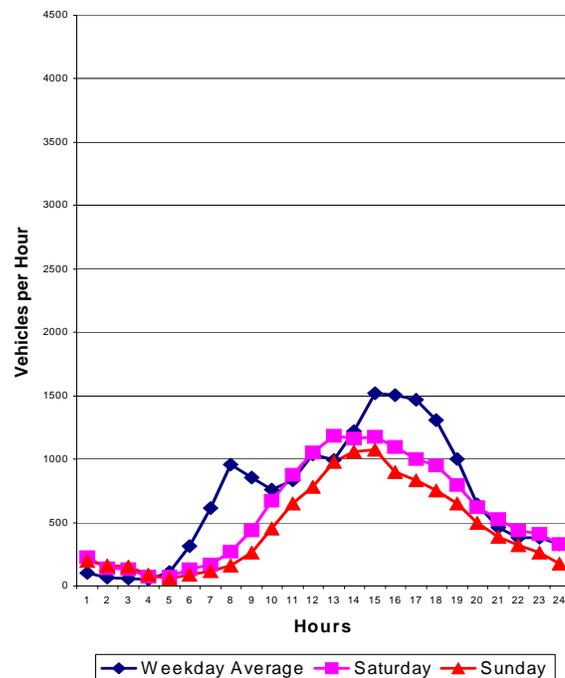
Rainier Ave. South of Airport Way Feb-02 (NB)



Rainier Ave. South of Airport Way Feb-01 (SB)

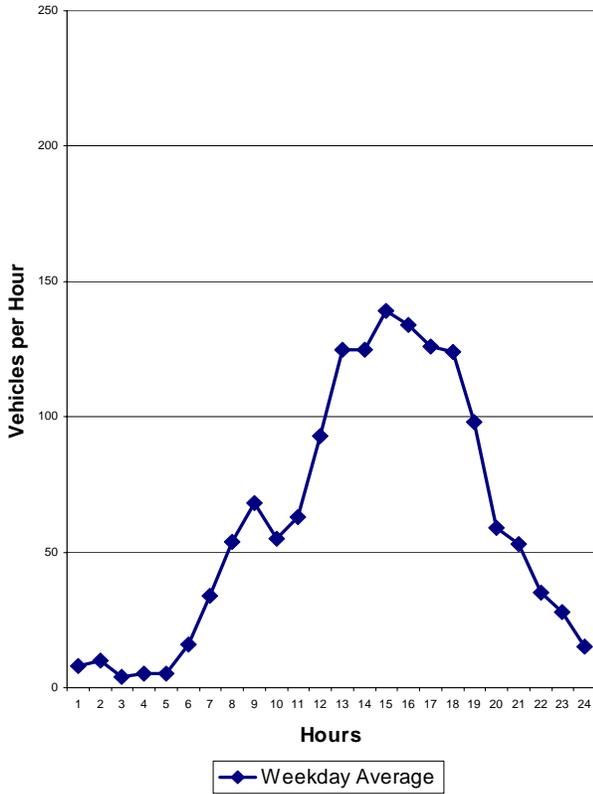


Rainier Ave. South of Airport Way Feb-01 (NB)

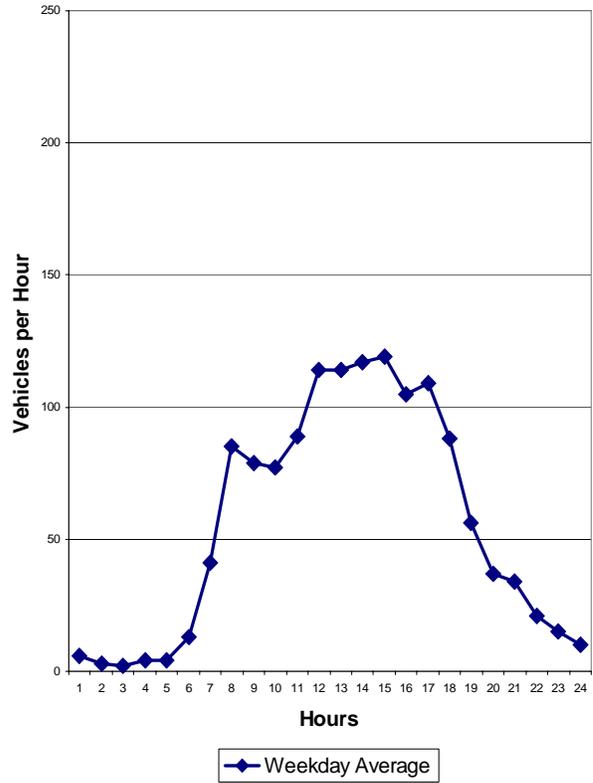


Appendix 2C. Continued

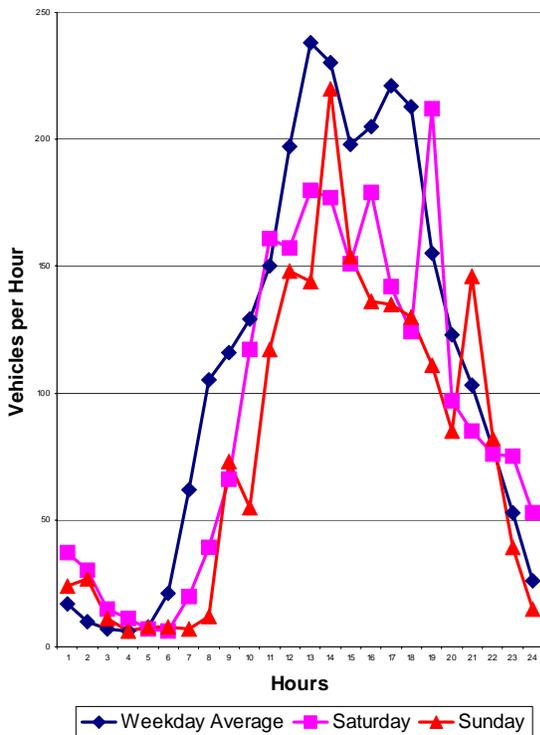
Shattuck Ave. North of S. 7th St. Nov-02 (SB)



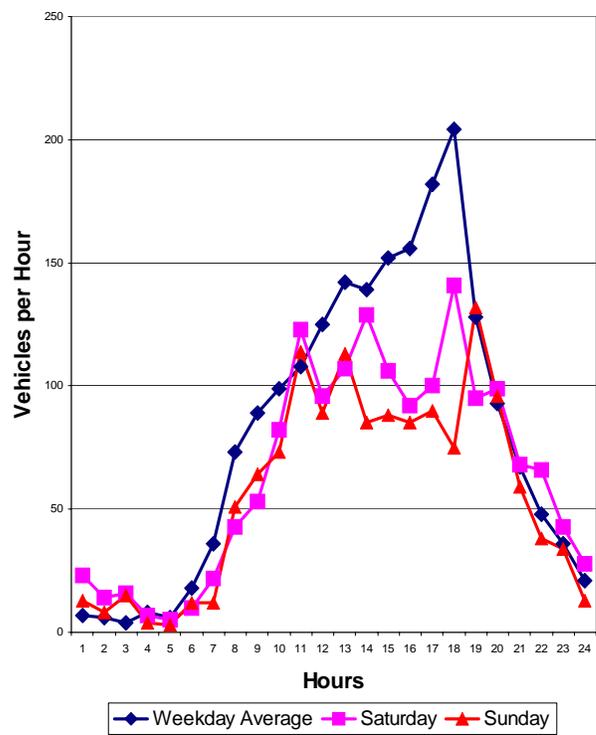
Shattuck Ave. North of S. 7th St. Nov-02 (NB)



Shattuck Ave. South of S. 4th St. Aug-02 (SB)

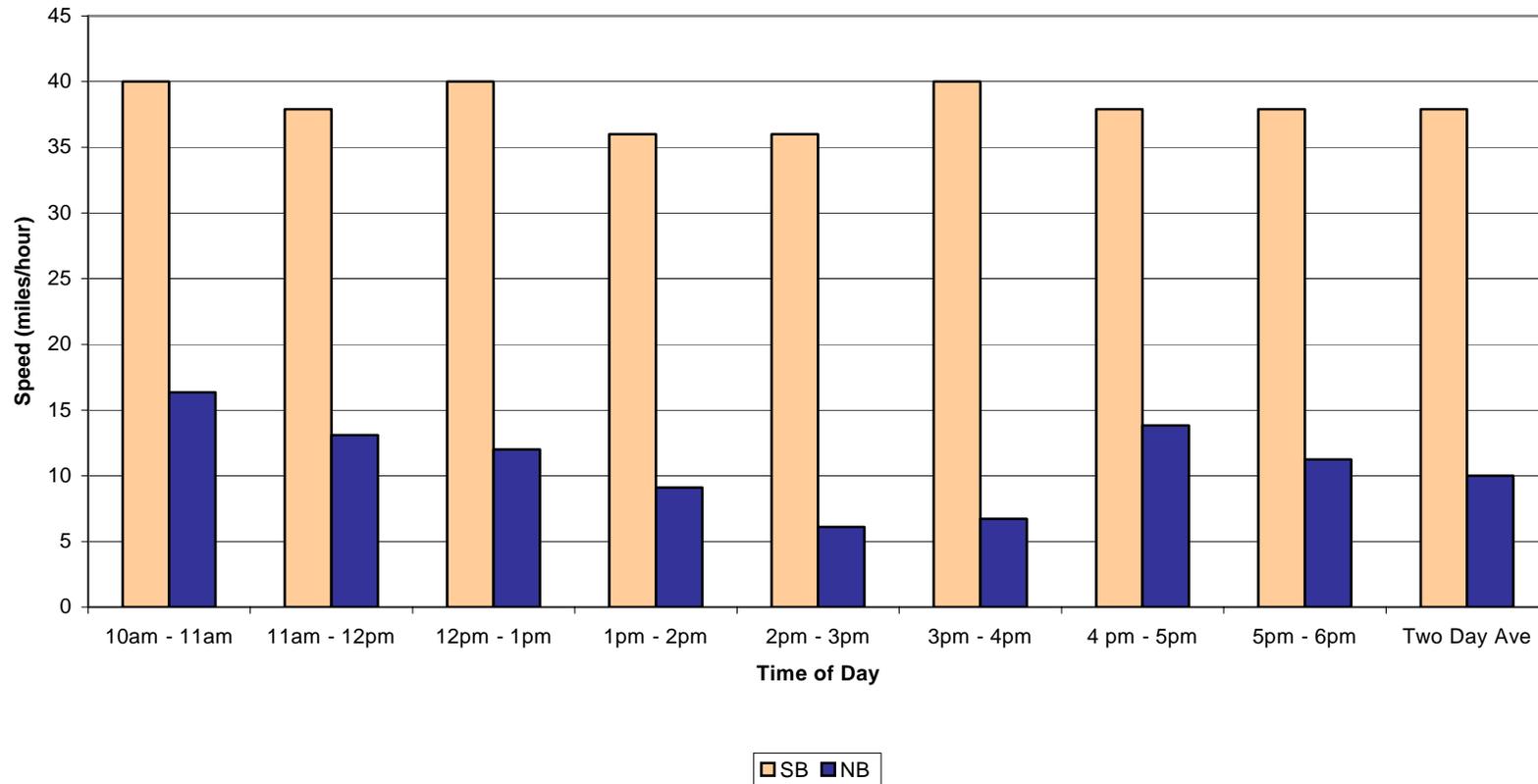


Shattuck Ave. South of S. 4th St. Aug-02 (NB)



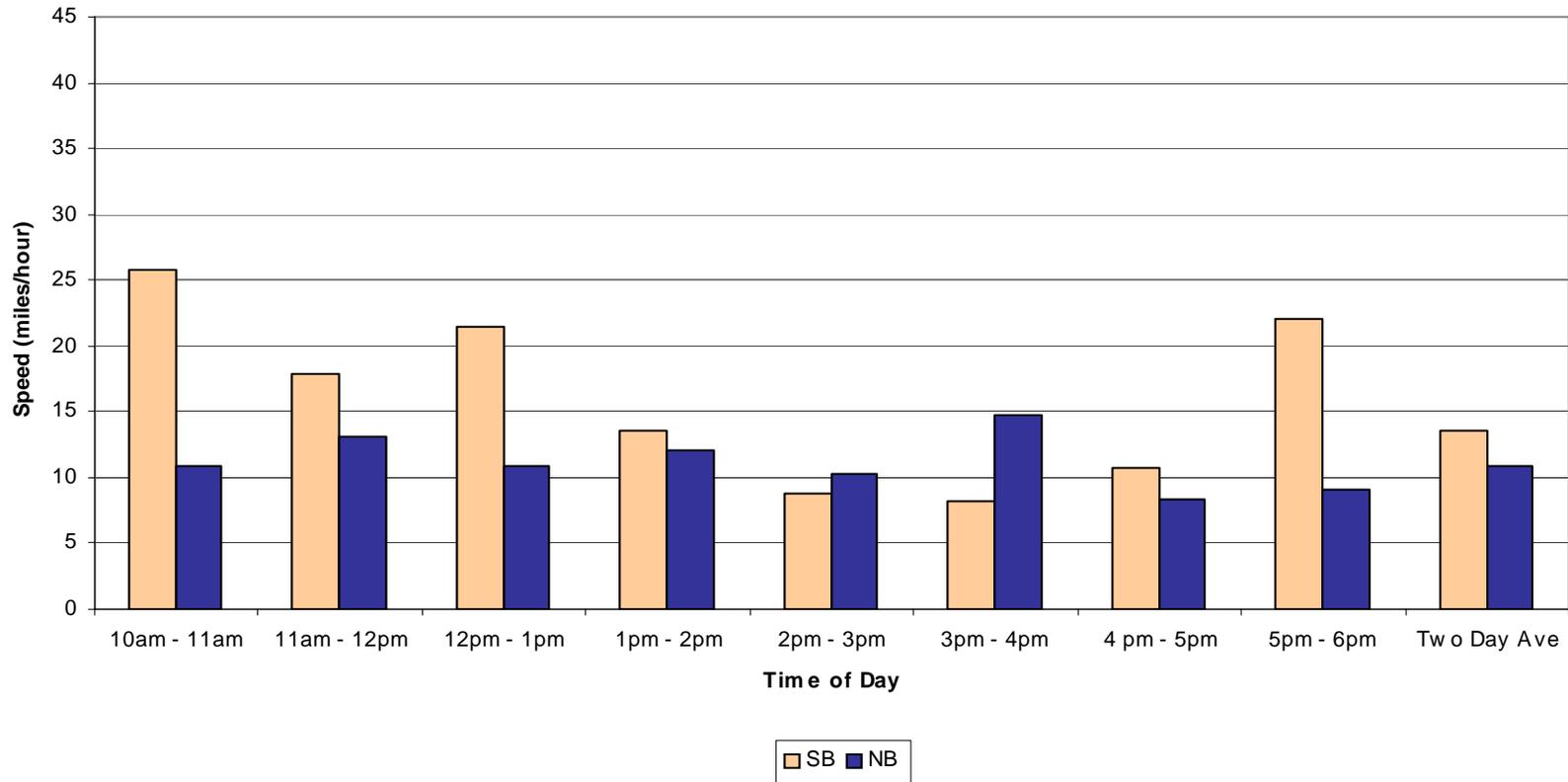
Appendix 2D. Average Vehicle Speeds from 11 AM to 6 PM

Vehicle Speeds between S. Grady Way and I-405



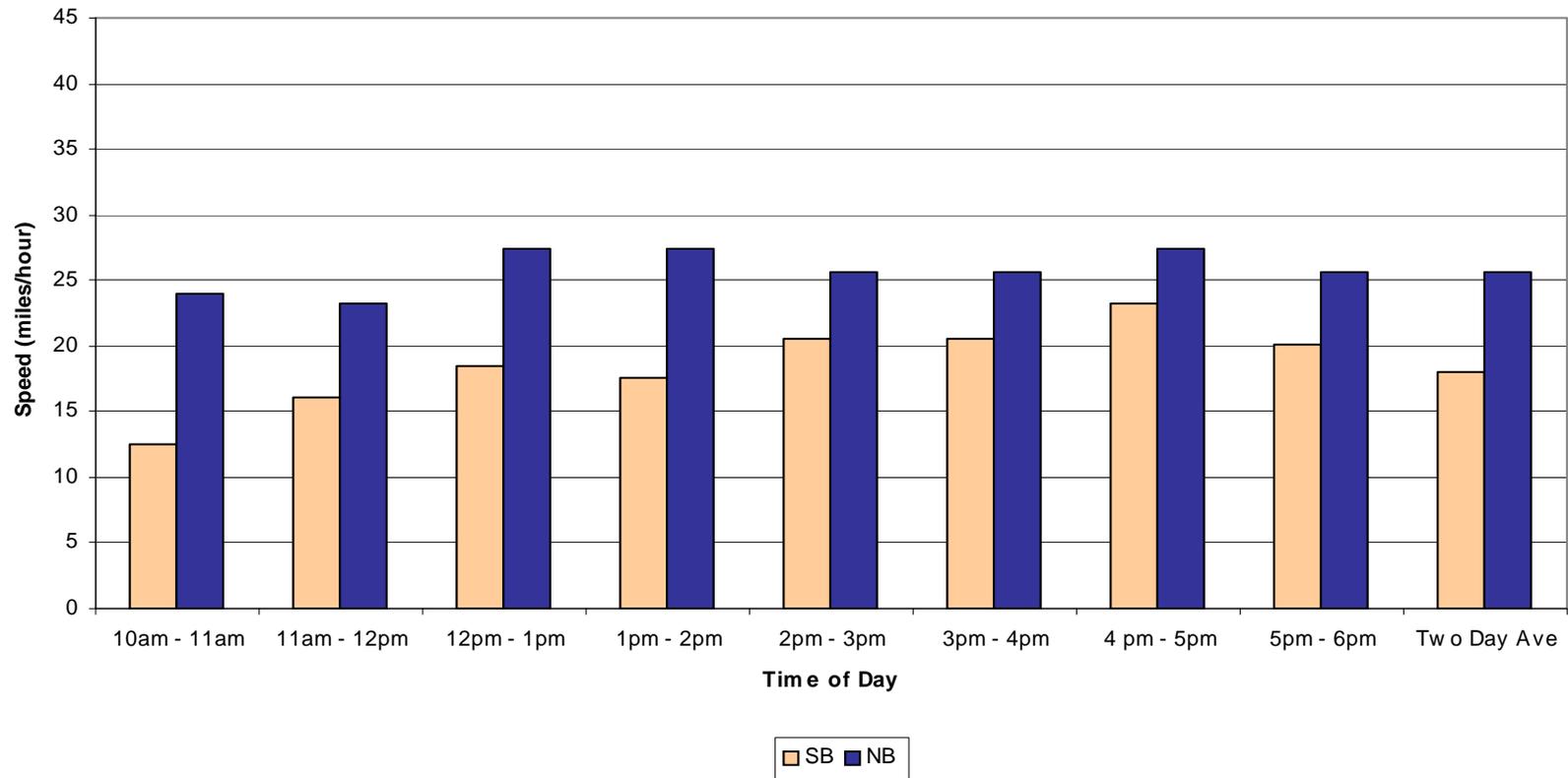
Appendix 2D. Average Vehicle Speeds from 11 AM to 6 PM (Continued)

Vehicle Speeds between S. 7th St. and S. Grady Way



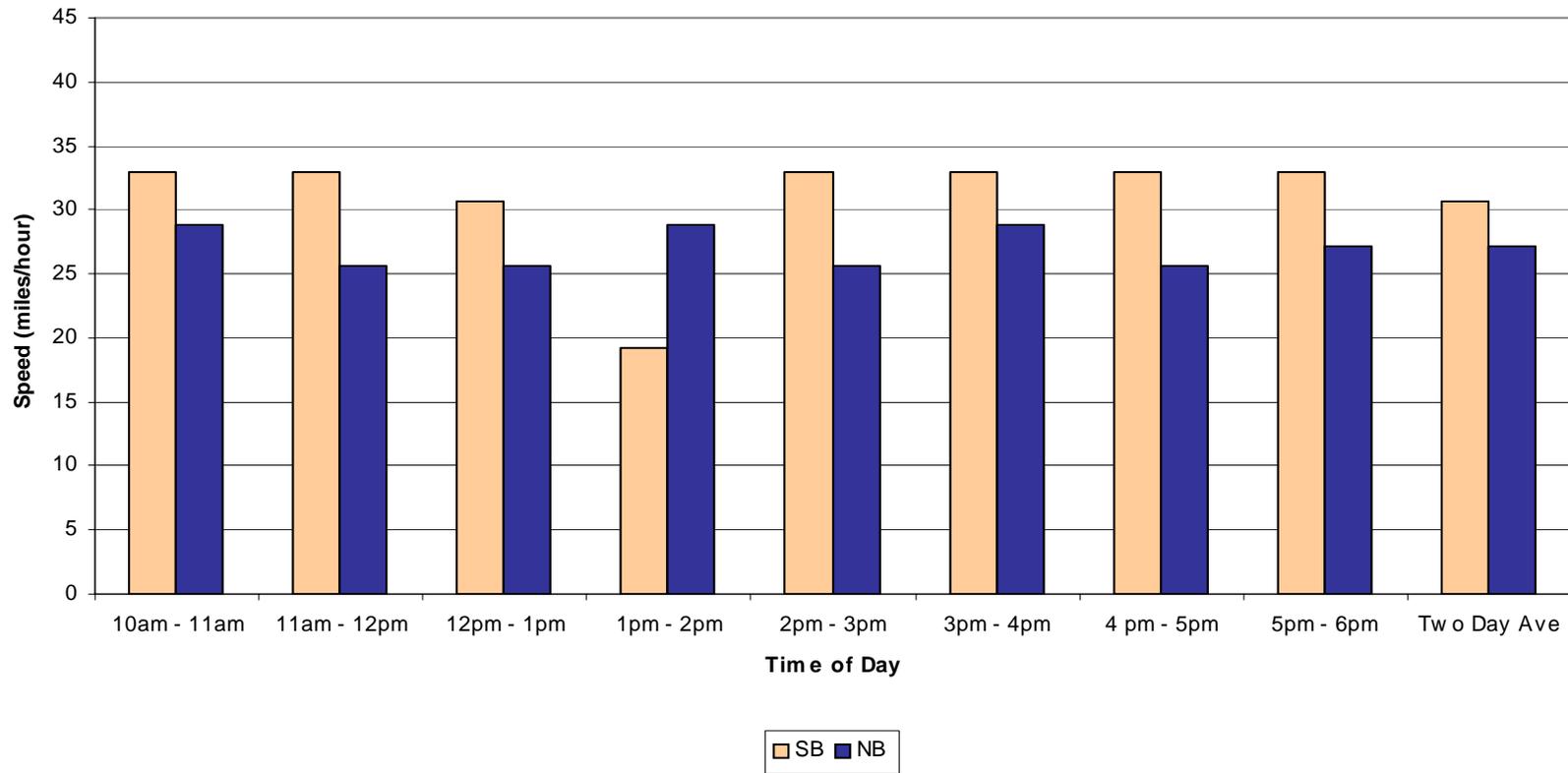
Appendix 2D. Average Vehicle Speeds from 11 AM to 6 PM (Continued)

Vehicle Speeds between S. 4th Pl. and S. 7th St.



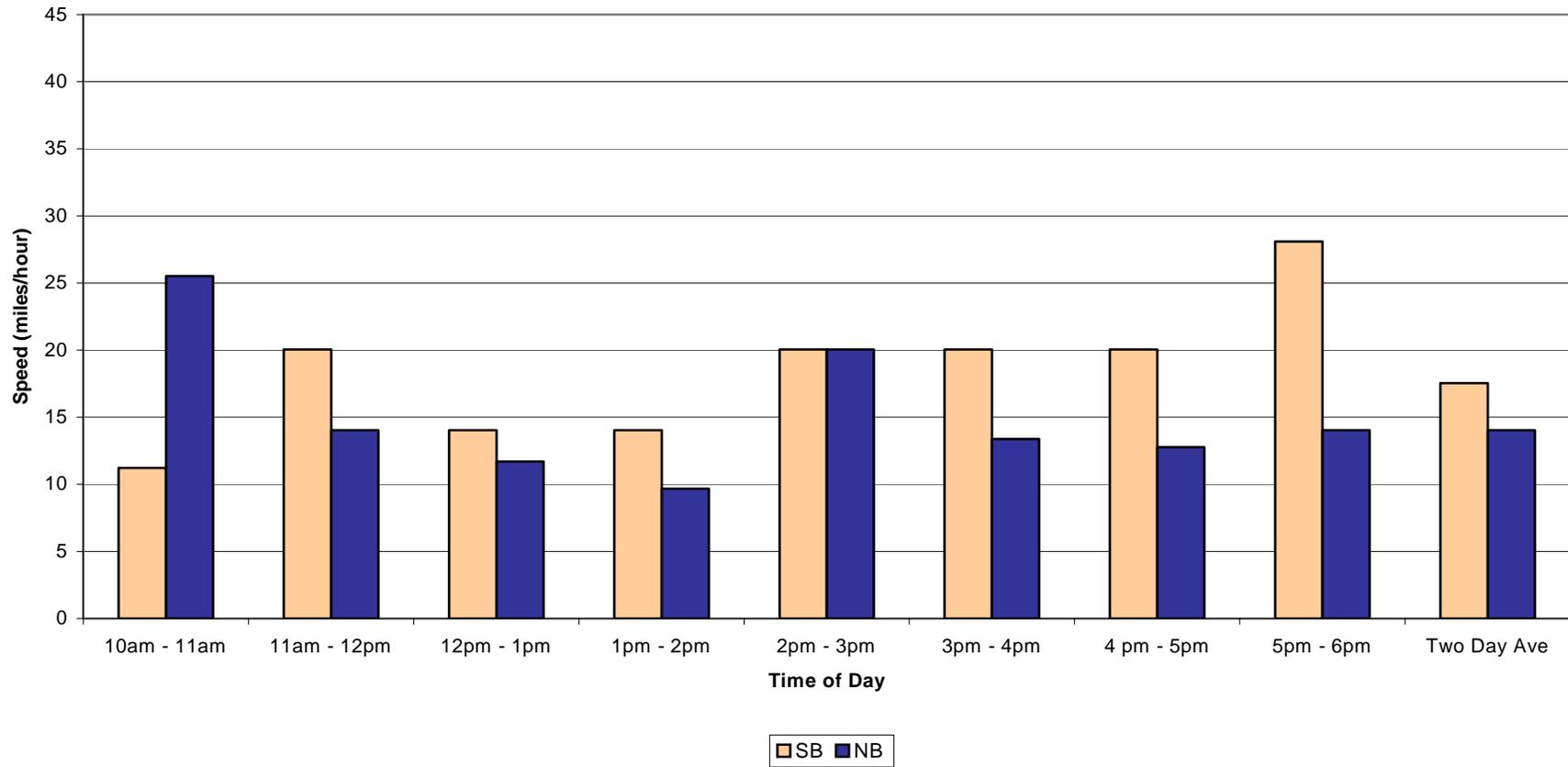
Appendix 2D. Average Vehicle Speeds from 11 AM to 6 PM (Continued)

Vehicle Speeds between S 3rd Pl. and S. 4th Pl.



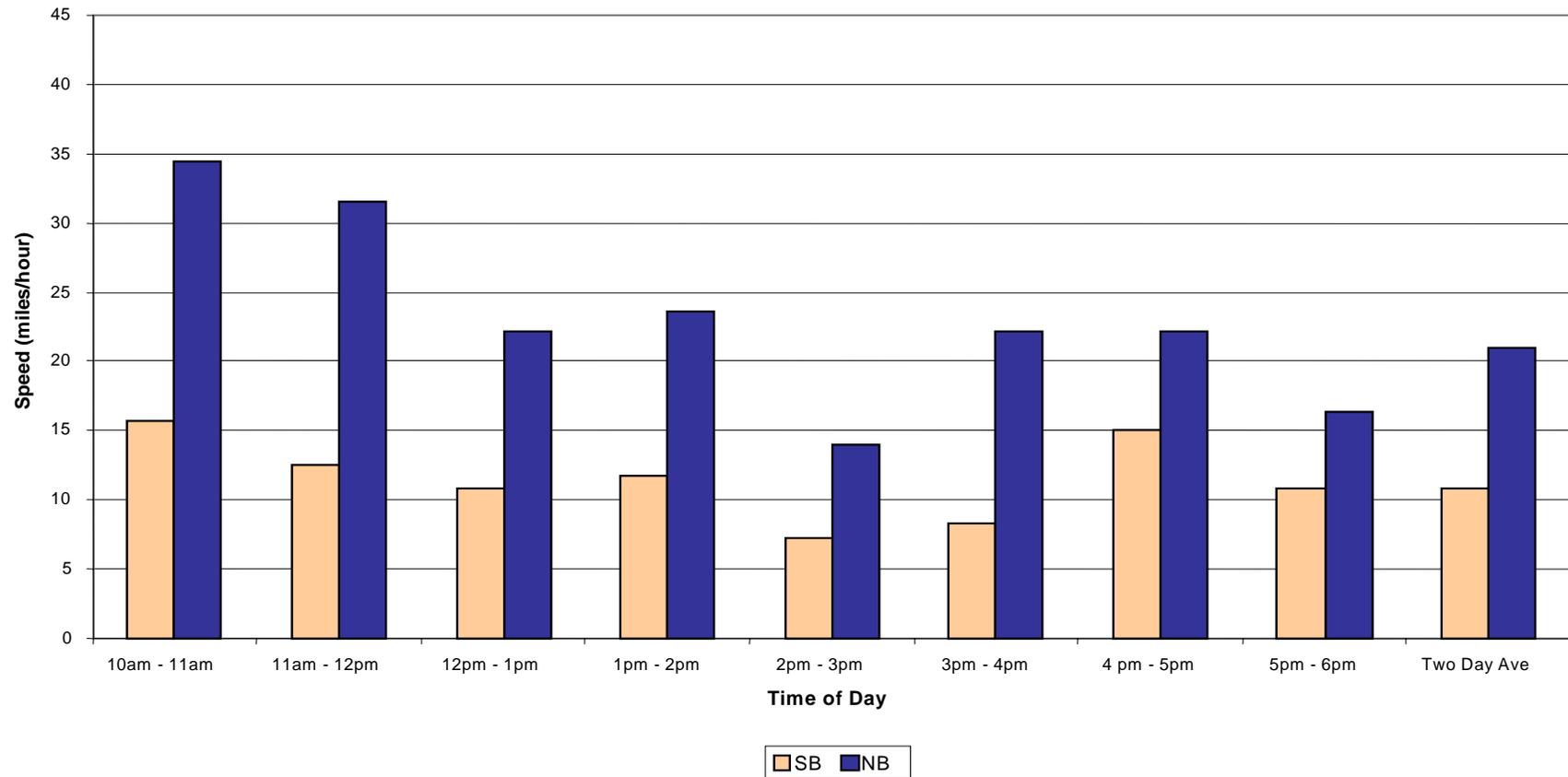
Appendix 2D. Average Vehicle Speeds from 11 AM to 6 PM (Continued)

Vehicle Speeds between S. 3rd St. and S. 3rd Pl.



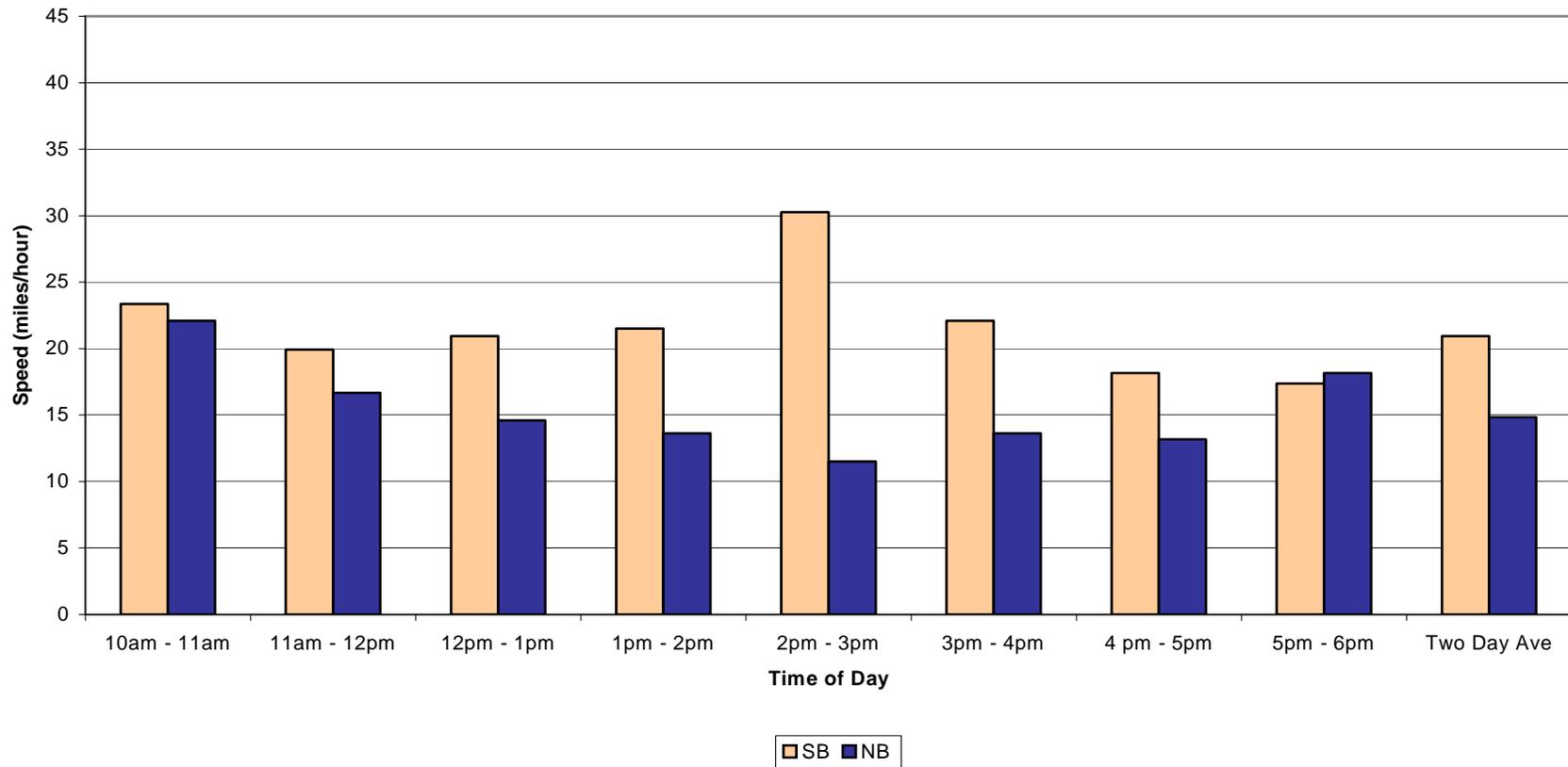
Appendix 2D. Average Vehicle Speeds from 11 AM to 6 PM (Continued)

Vehicle Speeds between S. 2nd St. and S. 3rd St.



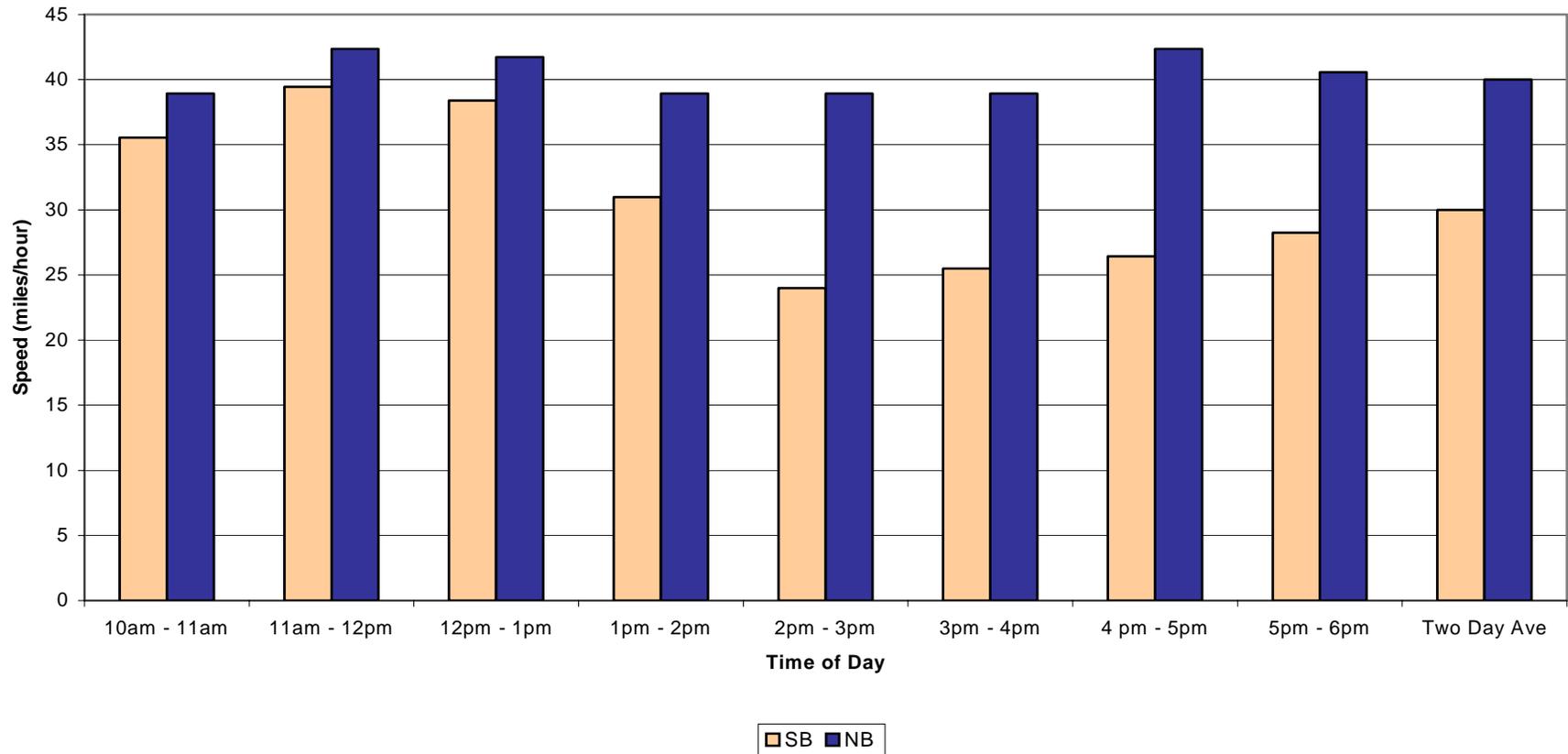
Appendix 2D. Average Vehicle Speeds from 11 AM to 6 PM (Continued)

Vehicle Speeds between Airport Way and S. 2nd St.



Appendix 2D. Average Vehicle Speeds from 11 AM to 6 PM (Continued)

Vehicle Speeds between City of Renton Northern City Limits and Airport way



Appendix 2E. AM and PM Peak Hour Levels of Service and Intersection Approach Delays at the Intersection of Rainier Avenue South and Airport Way

Rainier Ave S. & Airport Way

	WBL2 (2)		WBL (2)		WBR (1)		NBL (2)		NBT (2)		NBR (1)	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
AM	D	42.2	C	31.9	A	4.7	D	49.2	D	40.7	A	4.6
PM	D	42.3	D	36.7	A	4.7	D	47.3	D	44.1	A	0.0
	SBL (2)		SBT (2)		SBR (1)		NEL (1)		NER (2)		NER2 (2)	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
AM	D	48.1	D	38.3	B	16.4	D	41.3	E	64.9	A	8.9
PM	D	47.3	D	43.2	A	0.0	D	39.8	E	58.8	A	0.0



Appendix 2E. AM and PM Peak Hour Levels of Service and Intersection Approach Delays at the Intersection of Rainier Avenue South and S 2nd Street

Rainier Ave S. & S. 2nd St.

	WBL (2)		WBT (0)		WBR (2)		NBL (0)		NBT (3)		NBR (0)	
	LOS	Delay										
AM	B	12.8			A	1.3			A	9.8		
PM	C	32.2			A	4.0			A	8.3		
	SBL (0)		SBT (3)		SBR (0)							
	LOS	Delay	LOS	Delay	LOS	Delay						
AM			A	7.9								
PM			B	10.0								

*S. 2nd St. one way westbound



Appendix 2E. AM and PM Peak Hour Levels of Service and Intersection Approach Delays at the Intersection of Rainier Avenue South and S 3rd Street

Rainier Ave S. & S. 3rd St.

							NBL (2)		NBT (2)		NBR (0)		
							LOS	Delay	LOS	Delay	LOS	Delay	
AM							D	38.1	B	13.3			
PM							D	35.5	B	14.5			
		SBL (1)		SBT (3)		SBR (0)		EBL (1)		EBT (2)		EBR (1)	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
AM		D	51.1	D	38.4			D	36.8	D	36.5	A	5.6
PM		D	46.6	C	24.6			D	35.8	D	39.8	C	20.0



Appendix 2E. AM and PM Peak Hour Levels of Service and Intersection Approach Delays at the Intersection of Rainier Avenue South and S 3rd Place

Rainier Ave. S & S. 3rd

	WBL (0)		WBT (1)		WBR (1)		NBL (1)		NBT (3)		NBR (0)	
	LOS	Delay										
AM			D	52.1	A	9.3	E	64.3	A	3.3		
PM			D	44.0	A	8.3	E	60.5	A	3.1		
	SBL (1)		SBT (3)		SBR (0)		EBL (0)		EBT (1)		EBR (1)	
	LOS	Delay										
AM	C	34.2	A	0.6					D	50.0	B	14.9
PM	E	57.1	A	4.4					D	46.8	A	7.3

*S. 3rd St. one way



Appendix 2E. AM and PM Peak Hour Levels of Service and Intersection Approach Delays at the Intersection of Rainier Avenue South and S 4th Place

Rainier Ave S. & S. 4th Pl.

	WBL (1)		WBL (1)		WBR (0)		NBL (0)		NBT (2)		NBR (0)	
	LOS	Delay										
AM	D	48.6	C	30.6					A	1.1		
PM	D	47.6	C	29.5					A	1.1		
	SBL (1)		SBT (3)		SBR (0)		EBL (0)		EBT (1)		EBR (1)	
	LOS	Delay										
AM	A	1.4	A	0.8					D	44.0	B	18.6
PM	A	1.0	A	0.9					D	43.6	C	25.4



Appendix 2E. AM and PM Peak Hour Levels of Service and Intersection Approach Delays at the Intersection of Rainier Avenue South and Southwest 7th Street

Hardie Ave. SW & SW 7th

	WBL (1)		WBL (2)		WBR (0)		NBL (0)		NBT (1)		NBR (1)	
	LOS	Delay										
AM	C	23.7	B	15.6					B	15.5	B	11.0
PM	C	31.5	C	23.3					B	16.2	A	6.8
	SBL (0)		SBT (2)		SBR (1)		EBL (1)		EBT (2)		EBR (0)	
	LOS	Delay										
AM			C	20.5	C	20.6	D	36.7	A	6.9		
PM			C	23.5	A	6.4	C	29.8	B	11.6		



Appendix 2E. AM and PM Peak Hour Levels of Service and Intersection Approach Delays at the Intersection of Rainier Avenue South and Southwest Grady Way

Rainier Ave S. & SW Grady

	WBL (2)		WBT (2)		WBR (0)		NBL (1)		NBT (3)		NBR (0)	
	LOS	Delay										
AM	C	31.1	C	26.2			F	82.9	C	32.3		
PM	F	160.6	D	39.2			F	105.7	F	185.7		
	SBL (1)		SBT (3)		SBR (0)		EBL (1)		EBT (2)		EBR (1)	
	LOS	Delay										
AM	C	26.1	A	7.9			C	30.8	C	29.6	A	8.7
PM	C	23.2	E	74.8			F	98.0	F	135.9	F	184.1



Appendix 2E. AM and PM Peak Hour Levels of Service and Intersection Approach Delays at the Intersection of Hardie Avenue Southwest and Southwest Sunset Boulevard

Hardie Ave SW & SW Sunset

	WBL (1)		WBT (2)		WBR (1)		NBL (1)		NBT (1)		NBR (1)	
	LOS	Delay										
AM	C	34.7	C	32.9	B	14.9	F	100.3	C	30.7	B	11.6
PM	E	57.8	C	27.3	C	23.7	F	397.4	D	46.9	C	21.1
	SEL (1)		SBT (1)				EBL (1)		EBT (2)		EBR (1)	
	LOS	Delay	LOS	Delay			LOS	Delay	LOS	Delay	LOS	Delay
AM	D	50.2	D	44			D	54.4	C	23.2	A	8.9
PM	D	50.4	F	103.0			D	54.6	E	64.0	A	6.3



Appendix 2E. AM and PM Peak Hour Levels of Service and Intersection Approach Delays at the Intersection of Hardie Avenue Southwest and Southwest 7th Street

Hardie Ave. SW & SW 7th

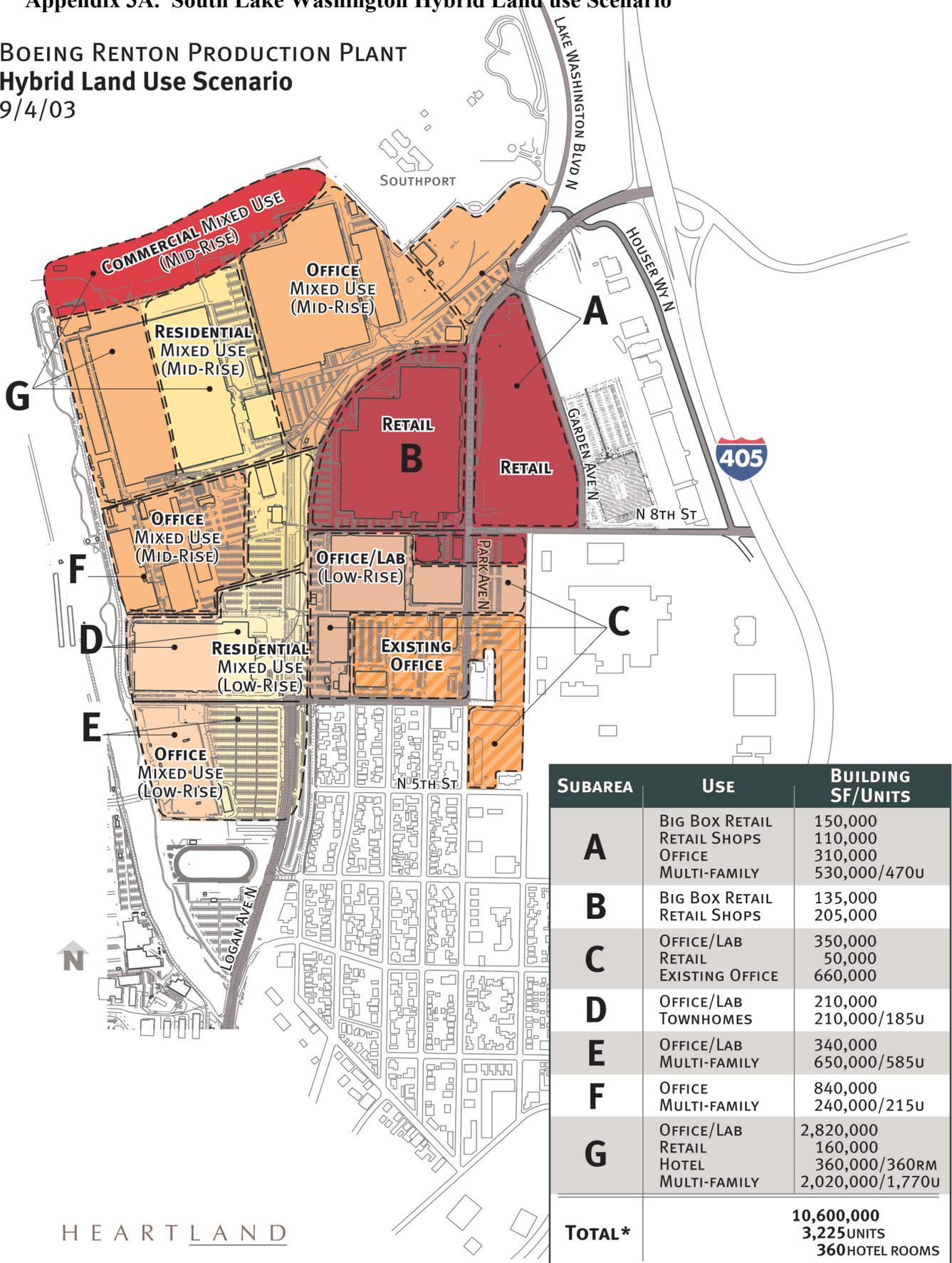
	WBL (1)		WBL (2)		WBR (0)		NBL (0)		NBT (1)		NBR (1)	
	LOS	Delay										
AM	C	23.7	B	15.6					B	15.5	B	11.0
PM	C	31.5	C	23.3					B	16.2	A	6.8
	SBL (0)		SBT (2)		SBR (1)		EBL (1)		EBT (2)		EBR (0)	
	LOS	Delay										
AM			C	20.5	C	20.6	D	36.7	A	6.9		
PM			C	23.5	A	6.4	C	29.8	B	11.6		



Appendix 3A. South Lake Washington Hybrid Land use Scenario

BOEING RENTON PRODUCTION PLANT Hybrid Land Use Scenario

9/4/03



SUBAREA	USE	BUILDING SF/UNITS
A	BIG BOX RETAIL	150,000
	RETAIL SHOPS	110,000
	OFFICE	310,000
	MULTI-FAMILY	530,000/470U
B	BIG BOX RETAIL	135,000
	RETAIL SHOPS	205,000
C	OFFICE/LAB	350,000
	RETAIL	50,000
	EXISTING OFFICE	660,000
D	OFFICE/LAB	210,000
	TOWNHOMES	210,000/185U
E	OFFICE/LAB	340,000
	MULTI-FAMILY	650,000/585U
F	OFFICE	840,000
	MULTI-FAMILY	240,000/215U
G	OFFICE/LAB	2,820,000
	RETAIL	160,000
	HOTEL	360,000/360RM
	MULTI-FAMILY	2,020,000/1,770U
TOTAL*		10,600,000 3,225UNITS 360HOTEL ROOMS

*Illustrative plan for environmental review purposes only.
Reflects potential estimated build-out over approximately 25 years.
Source: Heartland LLC, 2003

Appendix 3A-2. Household/Employment Estimates under Hybrid 2



North Renton EIS
Household/Employment Estimates under Hybrid 2
Forecast Horizon Year is 2030 and Assumes Boeing Renton Plan Production Area is Redeveloped

Land Use Type	General Location	RTAZ	GFA	FTE	Retail	Education	Manufacturing	FIRES/Gov	MF HH
Known Pipeline Projects									
Big Box Retail (Frye's & Target)	Lot 3B/Lot 6	137	274,000	457	457				
Hotel/Specialty Retail	Southport	134	220 rooms	183				183	
Office	Southport	134	750,000	2,727				2,727	
Housing - Apts	Southport	134	388 units	-					388
Restaurant	Southport	134	4,000	27	27				
Redevelopment Area A									
Retail (big box/strip)	Surplus Boeing Properties	136	260,000	433	433				
MF Housing	Surplus Boeing Properties	136	470 units	-					470
Office	Surplus Boeing Properties	136	310,000	1,127				1,127	
Redevelopment Area B									
Retail (big box)	Surplus Boeing Properties	145	260,000	433	433				
Redevelopment Area C									
Office	Surplus Boeing Properties	133	87,500	318				318	
Office	Surplus Boeing Properties	146	262,500	955				955	
Retail	Surplus Boeing Properties	146	50,000	182	182				
Existing Office (assumed redeveloped)	Surplus Boeing Properties	146	431,000	1,567				1,567	
Existing Office (assumed redeveloped)	Surplus Boeing Properties	133	100,000	364				364	
Existing Office (assumed redeveloped)	Surplus Boeing Properties	130	130,000	473				473	
Redevelopment Area D									
Office	Boeing Renton Plan Area	143	210,000	764				764	
MF Housing	Boeing Renton Plan Area	143	185 units	-					185
Redevelopment Area E									
Office	Boeing Renton Plan Area	128	340,000	1,236				1,236	
MF Housing	Boeing Renton Plan Area	128	290 units	-					290
Redevelopment Area F									
Office	Boeing Renton Plan Area	135	420,000	1,527				1,527	
Office	Boeing Renton Plan Area	143	420,000	1,527				1,527	
MF Housing	Boeing Renton Plan Area	135	70 units	-					70
MF Housing	Boeing Renton Plan Area	143	65 units	-					65
Redevelopment Area G									
Office	Boeing Renton Plan Area	144	846,000	3,076				3,076	
Office	Boeing Renton Plan Area	135	1,974,000	7,178				7,178	
Retail	Boeing Renton Plan Area	135	160,000	582	582				
Hotel	Boeing Renton Plan Area	135	360 rooms	300				300	
MF Housing	Boeing Renton Plan Area	135	1,770 units	-					1,770
Subtotal NR EIS Properties				22,043	1,630	0	0	20,413	2,850
				25,437	2,114	0	0	23,323	3,238

Employment Density Assumptions:
Office - 1/275 sf of gfa
Neighborhood Retail (shops) - 1/275 sf of gfa
Hotel - 1.2 rooms/emp
Flex - 1/450 sf of gfa
Big Box/Strip Retail - 1/600 sf of gfa
Retail (town center) - 1/400 sf of gfa

RTAZ	Residential	FTE	Retail	Education	Manufacturing	FIRES/Gov	MF HH
128	290	1,236	0	0	0	1,236	290
130	0	473	0	0	0	473	0
133	0	682	0	0	0	682	0
134	388	2,937	27	0	0	2,911	388
135	1,840	9,587	582	0	0	9,005	1,840
136	470	1,561	433	0	0	1,127	470
137	0	457	457	0	0	0	0
143	250	2,291	0	0	0	2,291	250
144	0	3,076	0	0	0	3,076	0
145	0	433	433	0	0	0	0
146	0	2,704	182	0	0	2,522	0
	3,238	25,437	2,114	0	0	23,323	3,238

Appendix 3A. South Lake Washington Hybrid Traffic Generation Assumptions

Hybrid Traffic Generation/Impacts Assumptions - Option 2

Sub-Area	Land Allocation	Land Use	2015 Build Out	2030 Build Out	
Fry's	100%	Big Box Retail	250,000	250,000	
A - Lot 3 - PSE	70%	Big Box Retail	260,000	260,000	470 du
	20%	5/1 Multifamily (80/acre)	0	530,000	
	10%	Mid-Rise Office	0	310,000	
B	40%	Big Box Retail	135,000	135,000	
	60%	Retail Shops	125,000	205,000	
C	75%	Low-Rise Office/Lab	0	350,000	
	25%	Retail	50,000	50,000	
	Existing	Office (10-13...10-20)	0	660,000	
D	50%	Low-Rise Office/Lab	0	210,000	185 du
	50%	Townhouse (25/ net acre)	0	210,000	
E	50%	Low-Rise Office/Lab	0	340,000	290 du
	50%	Townhouse (25/acre)	0	330,000	
F	75%	Mid-Rise Office	0	840,000	135 du
	25%	3/1 Multifamily (50/acre)	0	150,000	
G	50%	Mid-Rise Office/Lab	0	2,820,000	1,770 du 360 rooms
	40%	5/1 Multifamily (80/acre)	0	2,020,000	
	5%	Hotel	0	360,000	
	5%	Retail*	0	160,000	
Total			900,000	10,190,000	2,850 du 360 hotel rooms

*Most of the retail uses are assumed to be in the ground floor of other buildings.

8/25/03

Appendix 3B. Traffic Volume Changes, 2002 - 2030

Appendix 3B. Traffic Volume Changes 2002 - 2030

Rainier Ave	NB						SB					
	PM Peak Hour Traffic Volume 2002	PM Peak Hour Traffic Volume 2015	Percent Change 02 - 15	PM Peak Hour Traffic Volume 2030	Percent Change 15-30	Percent Change 02-30	PM Peak Hour Traffic Volume 2002	PM Peak Hour Traffic Volume 2015	Percent Change 02 - 15	PM Peak Hour Traffic Volume 2030	Percent Change 15-30	Percent Change 02-30
North of Airport Way	890	1,340	50.6%	1,360	1.5%	52.8%	1,030	1,160	12.6%	1,290	11.2%	25.2%
South of Airport Way	1,220	1,580	29.5%	1,680	6.3%	37.7%	1,220	1,300	6.6%	1,380	6.2%	13.1%
North of S. 3rd Street	1,110	1,280	15.3%	1,480	15.6%	33.3%	1,780	1,870	5.1%	2,280	21.9%	28.1%
North of S. 4th Place	1,440	1,540	6.9%	1,950	26.6%	35.4%	1,630	2,040	25.2%	2,110	3.4%	29.4%
North of SW 7th Street	1,440	1,770	22.9%	2,320	31.1%	61.1%	1,640	2,230	36.0%	2,580	15.7%	57.3%
North of S Grady Way	1,300	1,100	-15.4%	1,680	52.7%	29.2%	1,630	1,770	8.6%	2,060	16.4%	26.4%
South of S Grady Way	1,660	1,380	-16.9%	1,850	34.1%	11.4%	2,820	2,320	-17.7%	1,960	-15.5%	-30.5%
East Valley Road												
South of S 19th Street	480	510	6.3%	1,670	227.5%	247.9%	400	400	0.0%	1,600	300.0%	300.0%
South of SW 27th Street	390	620	59.0%	1,600	158.1%	310.3%	460	880	91.3%	1,830	108.0%	297.8%
Hardie Ave SW												
North of SW 5th Place	305	380	24.6%	465	22.4%	52.5%	370	460	24.3%	550	19.6%	48.6%
Lind Ave SW												
South of SW 7th Street	371	600	61.7%	750	25.0%	102.2%	500	800	60.0%	890	11.3%	78.0%
South of S Grady Way	1,230	1,450	17.9%	1,620	11.7%	31.7%	530	1,130	113.2%	1,500	32.7%	183.0%
South of S 16th Street	770	810	5.2%	880	8.6%	14.3%	480	500	4.2%	820	64.0%	70.8%
Talbot Road South												
South of S Grady Way	990	1,080	9.1%	1,320	22.2%	33.3%	1,710	1,510	-11.7%	1,920	27.2%	12.3%
EB						WB						
S 3rd Street												
East of Hardie	1,320	1,430	8.3%	1,370	-4.2%	3.8%	720	780	8.3%	800	2.6%	11.1%
SW 7th Street												
East of Lind	1,260	1,270	0.8%	1,400	10.2%	11.1%	900	1,120	24.4%	1,210	8.0%	34.4%
West of Talbot	680	680	0.0%	720	5.9%	5.9%	330	380	15.2%	460	21.1%	39.4%
S Grady Way												
East of Lind	1,790	2,000	11.7%	1,960	-2.0%	9.5%	810	1,230	51.9%	1,610	30.9%	98.8%
East of Rainier	1,560	1,790	14.7%	1,760	-1.7%	12.8%	1,460	1,300	-11.0%	1,480	13.8%	1.4%
West of Talbot	1,590	1,780	11.9%	1,770	-0.6%	11.3%	1,060	1,150	8.5%	1,240	7.8%	17.0%

<i>Italics</i>	over 100% change
Extra Bold	50 - 100% change
Blue	negative change

Appendix 3C. 2030 No Action LOS and Delay at Signalized and Unsignalized Intersections

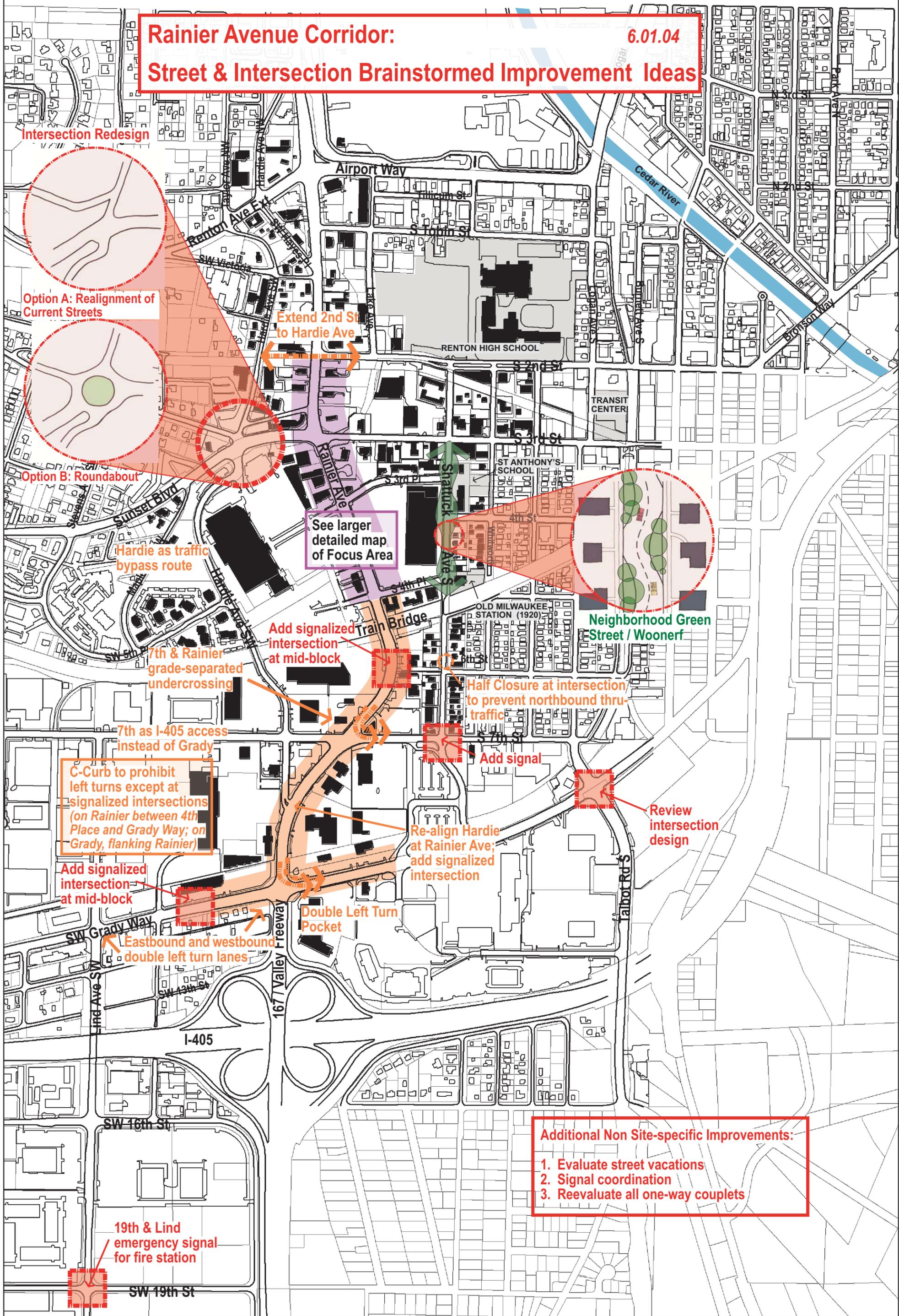
Signalized Intersections

INTID	Intersection	2030 PM											
		Intersection LOS		Intersection Approach LOS									
		LOS	Delay	NB		SB		EB		WB		SEB	
				LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
10	SW 27th St. & Lind Ave. SW	D	45.9	C	23.1	C	26.7	E	75.5	D	44.2		
17	SW 7th St & Lind Ave. SW	D	51.3	C	31.3	D	37.3	E	56.6	E	59.1		
19	Grady Wy & Shattuck Av S	D	28.4	C	33.0	D	47.2	C	26.4	C	23.5		
30	Grady Wy & Talbot Rd.S	F	91.3	E	78.3	F	101.3	F	107.5	E	76.8		
37	Grady Wy & Shopping Ctr	B	19.5	D	44.3	B	12.3	B	16.7	B	17.5		
43	Renton Av Ext & Hardie Av SW	B	12.6	C	28.3	C	27.6	A	8.4	A	8.8		
44	SW 16th St. & Lind Ave. SW	D	42.9	B	16.9	C	26.5	F	123.5	A	8.6		
50	Grady Wy & Lind Ave. SW	F	198.0	F	245.9	F	213.1	F	81.4	F	177.4		
51	Grady Wy & Rainier Ave S	F	138.6	F	158.7	F	87.6	F	128.2	F	183.9		
55	Airport Wy & Renton Av Ext	D	47.5	D	48.0	E	65.0	D	54.7	C	29.9		
58	SW Sunset Blvd. & Hardie Av SW	F	109.9	F	168.5	F	293.6	D	41.4	C	34.6	F	164.7
59	SW Sunset Blvd. & Rainier Ave S	D	43.5	D	39.0	D	45.3	D	45.9				
60	S 2nd Street & Rainier Ave S	B	14.3	B	10.3	B	10.3			C	25.2		
61	S 3rd PL & Rainier Ave S	D	52.0	D	49.9	E	55.1	B	18.6	E	71.7		
62	S 4th PL & Rainier Ave S	B	16.1	B	13.1	B	13.6	B	19.8	D	46.4		
63	SW 7th St & Rainier Ave S	F	101.5	F	123.0	F	90.3	F	104.2	F	93.1		
64	SW 7th St & Hardie Av SW	C	25.8	B	13.0	A	9.9	C	33.1	C	29.5		
74	S Renton Villiage Pl & Talbot Rd.S	C	30.7	B	12.0	D	36.1	E	76.1				
47	I-405 SB Off Ramp From CD & Lind Ave SW	F	135.9	D	48.5	F	152.5			F	241.9		
56	I-405 NB On Ramp to CD & Lind Ave SW	F	157.8	F	135.9	C	30.1	F	222.0				
69	I-405 SB On/Off Ramp (CD) & Talbot Rd.S	F	85.7	D	40.2	F	111.6	F	107.7				
78	S Puget Dr. & Talbot Rd.S	E	63.9	D	53.1	E	67.6	E	78.2	D	42.2		
9	SW 27th St. & East Vallwy Rd.	D	37.7	B	14.6	D	54.6	D	46.7				

Unsignalized Intersections

INTID	Intersection	2030 PM											
		Intersection LOS		Intersection Approach LOS									
		LOS	Delay	NB		SB		EB		WB		NEB	
				LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
3	Rainier Ave S & Hardie Av SW	D	33.5					D	33.5				
9	SW 27th St. & East Vallwy Rd.												
12	SW 34th St. & East Vallwy Rd.	F	337.1					F	337.1				
14	SW 19th St. & East Vallwy Rd.	F	193.7					F	193.7				
21	SW 5th Pl. & Hardie Av SW	F	355.2					F	251.6	F	355.2		
27	SW 7th St & Talbot Rd.S												
33	SW 7th St & Shattuck Av S	F											
5	SW 16th St. & East Valley Rd.	F											

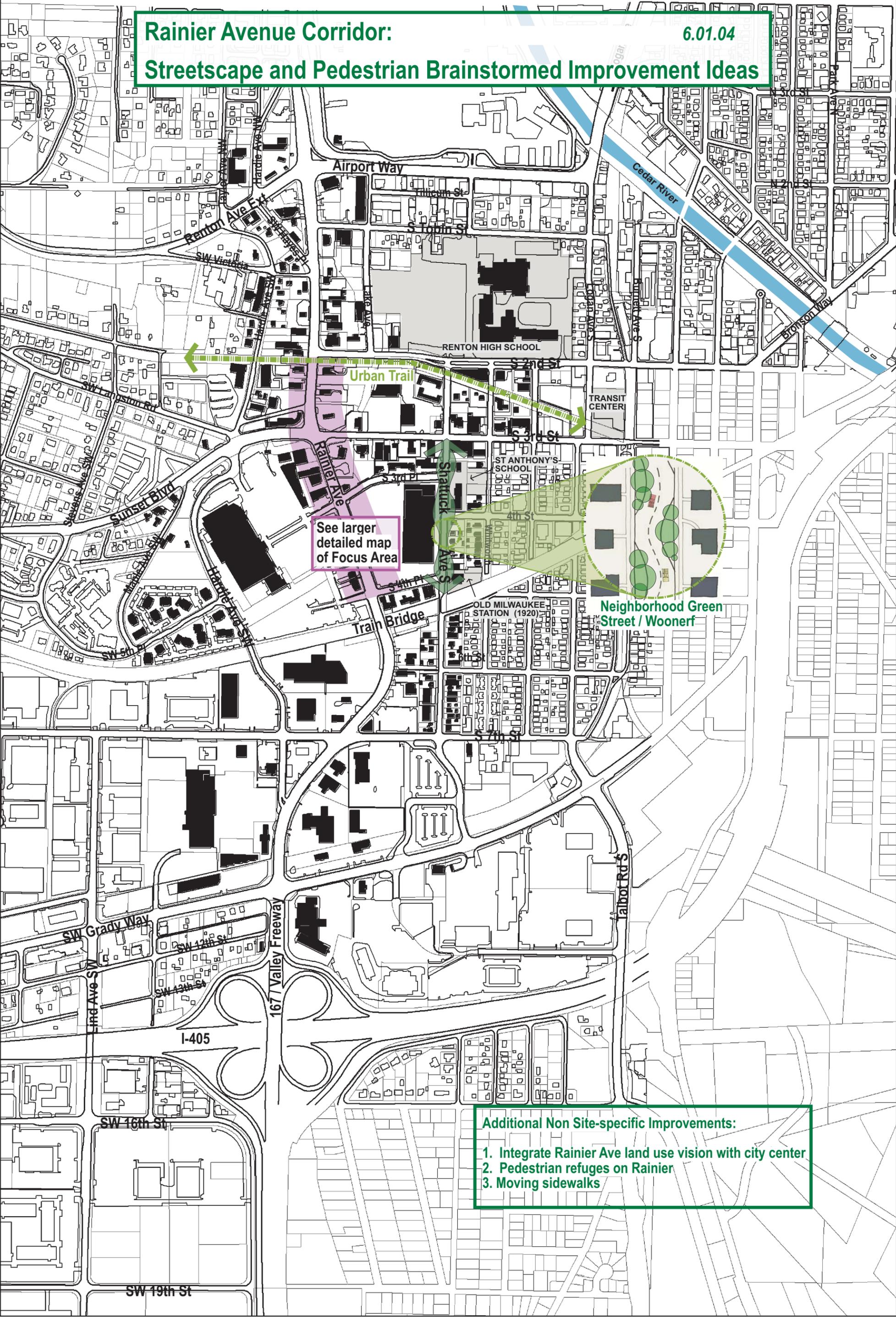
**Rainier Avenue Corridor:
Street & Intersection Brainstormed Improvement Ideas** 6.01.04



- Additional Non Site-specific Improvements:**
1. Evaluate street vacations
 2. Signal coordination
 3. Reevaluate all one-way couplets

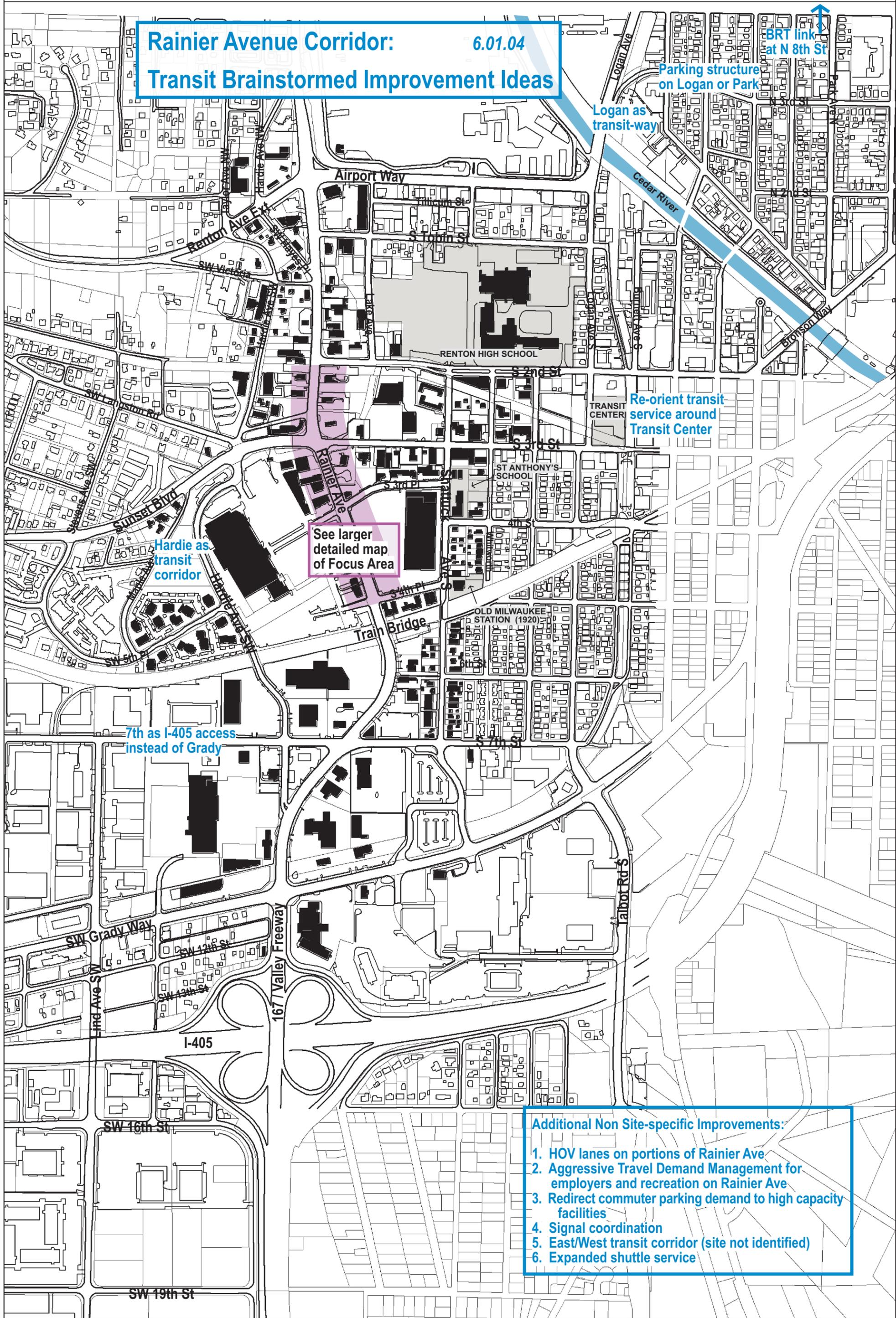
Rainier Avenue Corridor:
Streetscape and Pedestrian Brainstormed Improvement Ideas

6.01.04



- Additional Non Site-specific Improvements:**
1. Integrate Rainier Ave land use vision with city center
 2. Pedestrian refuges on Rainier
 3. Moving sidewalks

Rainier Avenue Corridor: 6.01.04
Transit Brainstormed Improvement Ideas



BRT link at N 8th St
 Parking structure on Logan or Park

Logan as transit-way

Re-orient transit service around Transit Center

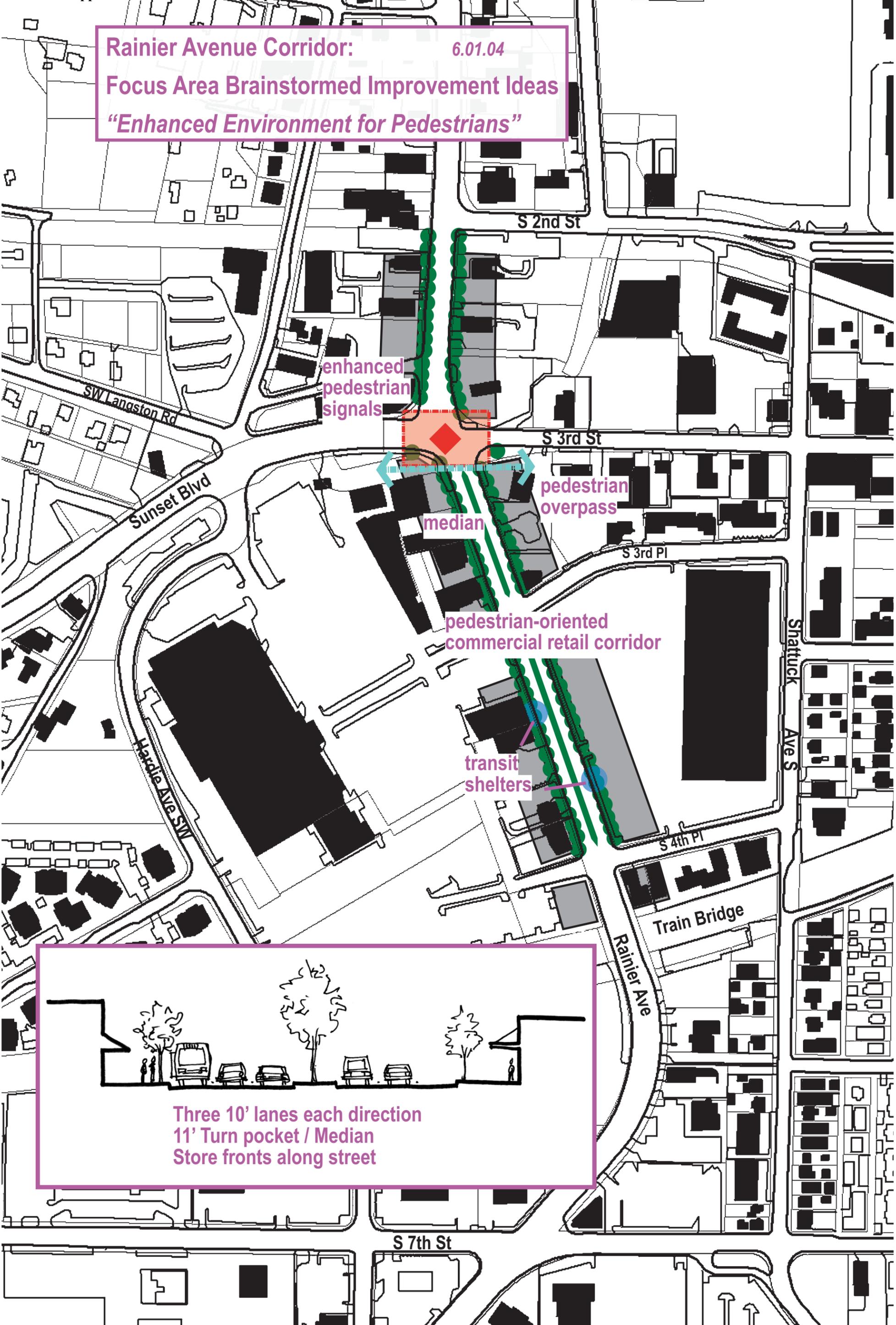
See larger detailed map of Focus Area

Hardie as transit corridor

7th as I-405 access instead of Grady

- Additional Non Site-specific Improvements:**
1. HOV lanes on portions of Rainier Ave
 2. Aggressive Travel Demand Management for employers and recreation on Rainier Ave
 3. Redirect commuter parking demand to high capacity facilities
 4. Signal coordination
 5. East/West transit corridor (site not identified)
 6. Expanded shuttle service

Rainier Avenue Corridor: 6.01.04
Focus Area Brainstormed Improvement Ideas
“Enhanced Environment for Pedestrians”



Three 10' lanes each direction
11' Turn pocket / Median
Store fronts along street

Appendix 4B. Ideas Eliminated from Further Consideration

Location	Limit	Corridor	Proposed Improvement/ Action	Travel Mode/ Element Improved	Status
Grady Way/Rainier Avenue	Grady Way/Rainier Avenue	Rainier Avenue	Add a southbound left turn lane to make it double left turns (south to west)	Vehicles	Not recommended, instead, additional southbound left is recommended at Rainier Ave/7 th Street intersection
Grady Way/Rainier Avenue	Grady Way/Rainier Avenue	Rainier Avenue	Convert northbound through lane to a left and through lane to provide double left turn	Vehicles	Not justified by projected traffic volumes
Hardie Avenue	From SW Sunset Blvd to Rainier Avenue	Hardie Avenue	Add Bike Lanes	Bicycle	Consider multi-purpose trail on west side of Hardie as a way to minimize property impacts from bike facilities
Hardie Avenue/Rainier Avenue	Hardie Avenue/Rainier Avenue	Rainier Avenue	Realign Hardie Avenue approaching Rainier Ave and add signal at the intersection	Vehicles	Transit signal included in transit package. Not recommended for a regular signal
Grady Way/Rainier Avenue	Grady Way/Rainier Avenue	Hardie Avenue	Provide a roundabout	Vehicles	Reconstruct instead to 4-legged intersection to better serve transit.
Hardie Ave/SW 5 th Place	Hardie Ave/SW 5 th Place	Hardie Avenue	Separate eastbound left turn lane	Vehicles	Not justified by projected traffic volumes
Hardie Ave/SW 5 th Place	Hardie Ave/SW 5 th Place	Hardie Avenue	Provide stairs and a ramp to Fred Meyer store	Pedestrian	Site is on private property.
Lind Avenue/S 19 th Street	Lind Avenue/S 19 th Street	Lind Ave	Add emergency signal at fire station	Vehicles	Referred to traffic operations.
Rainier Avenue	From Grady Way to S 7 th Street	Rainier Avenue	Construct grade-separated pedestrian crossings	Pedestrian	Not recommended. Pedestrian volumes are and will not be high enough. Study recommends textured and colored materials for street crosswalks on Rainier. More accessible; less expensive. Median down Rainier will provide pedestrian refuge

Appendix 4B. Ideas Eliminated from Further Consideration (continued)

Location	Limit	Corridor	Proposed Improvement/ Action	Travel Mode/ Element Improved	Status
Rainier Avenue	From Grady Way to S 7 th Street	Rainier Avenue	Moving sidewalks	Pedestrian	Too expensive
Rainier Avenue	From Grady Way to S 7 th Street	Rainier Avenue	Improve sidewalks	Pedestrian	Urban design alternative emphasizes area between Railroad bridge and S. 2 nd Street.
Rainier Ave	From S 3 rd Street to Grady Way	Rainier Avenue	Convert SB general purpose lane to a BAT lane	Transit	Hardie Avenue recommended instead due to fewer property impacts and comparable travel time savings
Rainier Avenue	From Hardie Avenue to S 3 rd St	Rainier Avenue	Provide bus shelters/modifications as identified by KC Metro	Transit	Will require additional discussions with King County Metro
Rainier Avenue	From S 3 rd Street to Airport Way	Rainier Avenue	Add a two-way center left-turn lane	Vehicles	Not recommended due to high traffic volumes
Rainier Avenue	From Airport Way to north city limits Rainier Avenue	Rainier Avenue	Coordinate transition with KCDOT's Rainier restriping	Vehicles	Staff is doing this
Rainier Avenue corridor-wide		Rainier Avenue	Implement aggressive TDM for employers and recreation	TDM	Recommend to city's comprehensive plan update
Rainier Avenue corridor-wide		Rainier Avenue	Provide better signage to I-405	Vehicles	Referred to traffic operations
Rainier Avenue/S 3 rd Street	Rainier Avenue/S 3 rd Street	Rainier Avenue	Pedestrian overpass	Pedestrian	Urban design alternative recommends textured and colored materials for street crosswalks on Rainier. More accessible; less expensive. Median down Rainier will provide pedestrian refuge
Rainier Avenue/S 6 th Street	Rainier Avenue/S 6 th Street	Rainier Avenue	Install new signal and construct a new S 6 th Street from Shattuck Ave to Rainier Avenue	Vehicles	Relatively low priority at this time in relation to cost and need

Appendix 4B. Ideas Eliminated from Further Consideration (continued)

Location	Limit	Corridor	Proposed Improvement/ Action	Travel Mode/ Element Improved	Status
Rainier Avenue/S 7 th Streets	Rainier Avenue/S 7 th Street	Rainier Avenue	Provide grade-separated undercrossing	Vehicles	Cost is prohibitive
Rainier Avenue/SW Sunset Blvd	Rainier Avenue/SW Sunset Blvd	Rainier Avenue	Add pedestrian signals on north side of intersection	Pedestrian	Referred to traffic operations.
S. 2 nd Street	From Logan Avenue to Stevens Avenue SW	S 2 nd Street	Urban Trail	Pedestrian	Beyond project scope
Shattuck Avenue	From S 4 th Place to S. 6 th Street	Shattuck Avenue	Convert it to a one way street (northbound only)	Vehicles	Relatively low priority for this study's goals and objectives
Shattuck Avenue	From S 4 th Place to S 3 rd Street	Shattuck Avenue	Upgrade it to a Neighborhood Green Street	Vehicles/ Pedestrians	Relatively low priority for this study's goals and objectives
South Renton park and ride	I-405/Rainier Avenue interchange	Rainier Avenue	Relocate S. Renton park and ride lot to I-405 loop ramps that would be relocated	Transit	Not recommended – too difficult to implement without knowing whether and when the land could be available.
SW Sunset Blvd	From ML King Way to Downtown Renton through Rainier Avenue/S 3 rd Street		Safe walk route from Earlington Neighborhood to Renton High School (Rainier/3 rd , Taylor/ Hardie and Sunset/ ML King)	Pedestrian	Beyond project scope

Appendix 5A. Agency Comments



Metro Transit Division
Service Planning
Department of Transportation
King Street Center, KSC-TR-0422
201 South Jackson Street
Seattle, WA 98104-3856

August 23, 2005

Nathan Jones, Planner
Transportation Systems Division – Transportation Planning
City of Renton
Renton City Hall – 5th Floor
1055 South Grady Way
Renton, WA 98055

Dear Nate:

Thank you for inviting King County Metro staff to attend the August 15th meeting of the steering committee for the Rainier Avenue Corridor Study. The purpose of this letter is to provide you with comments on the study recommendations contained in the City of Renton's 2nd Draft Report for the Rainier Avenue Corridor Transportation Study. Please contact me at (206) 684-6764 if you have any questions about our comments.

Sincerely,

A handwritten signature in cursive script that reads "Jack Lattemann".

Jack Lattemann
Transportation Planner IV, Service Planning, Transit Division, DOT

Attachment

cc: Doug Johnson, Transportation Planner, Service Planning, Transit Division, DOT
Paul Alexander, Transportation Planner, Route Facilities, Transit Division, DOT

Appendix 5A. Agency Comments

Rainier Avenue Corridor Study
Page 2
August 22, 2005

Comments by King County Metro staff:

1. We are in general agreement on the First Phase project recommendations. The proposed BAT lanes on Hardie Avenue SW will benefit King County Metro's Route 101 core service between Fairwood, Renton and downtown Seattle via I-5 as well as Sound Transit's ST Express routes 564 and 565 between Federal Way, Auburn, Kent, Renton, and Bellevue. Proposed Rainier Avenue improvements will create a better pedestrian environment for customers using King County Metro local routes.
2. The underlying service assumptions for the first phase recommendations are:
 - King County Metro Route 101 as well as Sound Transit routes 564 and 565 would be revised to operate via the completed BAT lanes on Hardie; the ST routes would use the entire corridor between Rainier Avenue S. and SW Sunset Blvd., whereas Route 101 would use Hardie between SW 7th St. and SW Sunset Blvd.
 - King County Metro would continue to operate local transit service along Rainier Ave. S. to provide service coverage for transit customers destined to the commercial area; these local services currently include routes 110, 140, 169, and 240.
3. The preliminary design process should address the issue of bicycles sharing the BAT lane on Hardie; we would strongly urge consideration of a wider BAT lane of at least 13 feet in each direction to minimize conflicts between bicyclists and transit traffic.
4. Bus stop locations along Hardie should be identified during the preliminary design process. The preliminary design should provide for B-21 type shelter footings (please contact King County Metro staff for specifications). Pedestrian-level lighting should be sited at the head of each bus stop. Depending on location, some right-of-way acquisition may be necessary for shelter footings. We suggest the following locations along Hardie for bus stops that would be used by King County Metro service:
 - Hardie Ave. SW/Renton Center Way SW (adjacent to Fred Meyer store)
 - Hardie Ave. SW/SW 5th Pl.
 - Hardie Ave. SW/SW 7th St. (this pair of stops would also be used by Sound Transit service)

In addition to these stops, King County Metro would like to locate a new bus stop on SW 7th Street eastbound at farside Hardie Ave. SW to accommodate southbound Route 101 coaches that would be turning left onto 7th.
5. The improvements recommended for Rainier Ave. S should be designed to accommodate existing and planned King County Metro bus stops. King County Metro is currently working with Fred Meyer to construct a footing for a new shelter at Rainier Ave. S/S 3rd Pl.

Transmittal

Attention: Nathan Jones	Date: August 22, 2005	Job No:
To: City of Renton Renton City Hall 1055 South Grady Way Renton, Washington 98055		Phone:

Regarding: Rainier Avenue Corridor Transportation Study Draft Report Comments

We are sending you: Attached Under separate cover via _____ the following items

Shop drawings Prints Plans Samples Specifications
 Copy of letter Change Order Other As Noted Below

Copies	Date	No.	Description
1	08/22/2005	--	Rainier Avenue Corridor Study 2 nd Draft Report Comments

These are transmitted as checked below:

For approval Approved as submitted Resubmit _____ copies for approval
 For your use Approved as noted Submit _____ copies for distribution
 As requested Returned for corrections Return _____ corrected prints
 For review/comment Other _____
 For bids due _____ Prints returned after loan to us

Remarks	<p>Nate,</p> <p>Thank you for the opportunity to comment on the Rainier Avenue Draft Report. Included are the comments from the I-405 team on the report. Please give me a call if you have any questions or would like to discuss the comments.</p> <p>Sincerely,</p> <p>Stacy Trussler</p>
Copy to	File Signed Stacy Trussler

If enclosures are not as noted, please notify us at once

Document2



Corridor Program

Congestion Relief & Bus Rapid Transit Projects

Rainier Avenue Corridor Transportation Study 2nd Draft Report Comments

Executive Summary

1. Page i, 5th paragraph – Funded improvements only include half diamond interchange at SR 515 (Talbot Road), not replacement of the current I-405 / Rainier Avenue South interchange, ramps at Lind Ave, or the frontage road system. I-405 Master Plan also being revised with Rainier Avenue maintaining connection to SR 167 (no connection to East Valley Road).
2. Page ii, 4th paragraph – text refers to “Lind and Talbot Avenues”, should be Lind Avenue and Talbot Road.
3. Page iii, 1st bullet – Revise text to reflect coordination of improvements with I-405 program rather than inclusion of improvements into I-405 program – “Coordinate with WSDOT for improvements along SR 167 portion of Rainier Avenue (south of S 2nd St) and where Rainier Avenue recommended improvements overlap with proposed I-405 improvements.”

Chapter 1

1. Page 2, 1st paragraph – Included text that I-405 Master Plan was revised to include direct connection between SR 167 and Rainier Ave, rather than indirect connection with SW 34th interchange.

Chapter 2

1. Page 6, 1st bullet under “Collector Arterials” – description does not match map which shows SW 16th as collector arterial beyond Lind Ave
2. GENERAL NOTE: Be consistent in reference to S 7th or SW 7th throughout report when referring to distance along Rainier (i.e. from S 3rd St and S 7th St or SW 7th St) or location (north of S 7th St or SW 7th St). Example, text on page 8 refers to South 7th St, but corresponding Table 2-1 on page 9 refers to it as SW 7th St. Labeling maps to show S 7th St is east of Rainier and SW 7th St is west of Rainier might also help.
3. Page 40, 1st paragraph – Remove bullet for SR 167 Corridor Study under improvements to begin implementing the I-405 Corridor Program Plan (add in text above bullets). I-405 Congestion Relief and Bus Rapid Transit Project also include the SR 167 HOV extension, not just the improvements along I-405 approaching the SR 167 interchange. The HOV improvements will extend the SB lane to I-405, not through the I-405/ SR 167 interchange.
4. Page 40, 2nd and 3rd paragraph – Remove “10-year” descriptor from Implementation Plan description.
5. GENERAL NOTE: Revised “Option C” references to say “Implementation Plan”
6. Page 40, 6th bullet – Change “temporary” to “ultimate” for describing exterior ramps.
7. Page 40, Last bullet – Revise to say “Constructs I-405 (northbound and southbound) east of SR 167 to “Master Plan” level (two additional lanes plus one auxiliary lane in both directions)”

Appendix 5A. Agency Comments



Corridor Program

Congestion Relief & Bus Rapid Transit Projects

8. Page 41 – Remove 2nd, 3rd, 4th, 5th, 7th bullets as they are duplicates to bullets on page 40.
9. Page 41, 6th bullet – remove “GP” description from direct connection bullet – covered in another bullet on page 40.

Chapter 3

1. Page 45, 3rd bullet under “I-405”, 6th, 7th, 8th bullets under “City Streets” – change “Talbot Ave” to “Talbot Road”
2. Page 45, 3rd bullet under “City Streets” – add “with NB and WB dual left turns and EB right turn lane” after text for Lind/ Grady improvements.
3. Page 45, 6th bullet under “City Streets” – change description of widening of Talbot Road to say “Widen Talbot Road to 6 lanes between Renton Village Place and South Puget Drive.”
4. Page 45, 2030 model assumptions – add text that I-405 Master Plan is being revised with Rainier Avenue maintaining connection to SR 167 (no connection to East Valley Road nor East Valley Road interchange with SR 167), and East Valley Road is kept at 3 lanes. 2030 assumption should also show I-405 to have the 2 additional lanes in each direction south of SR 167 (as compared to existing).
5. Page 46, Figure 3-1 – Modify Talbot Road interchange to diamond configuration (as shown in Master Plan figure).
6. Page 47, add figure or insert showing current design of I-405 Master Plan.
7. Page 49, 5th bullet – Add note on effects on this bullet from change in interchange design.
8. Page 51 – Add note on effects on this bullet from change in interchange design.

Chapter 4

1. Page 55, last bullet – Add note regarding effects on proposed improvements to East Valley Road from change in I-405 Master Plan (i.e. not needed) or move these improvements to Appendix 4-B.

Chapter 5

1. Page 63, last bullet – Revise text to reflect coordination of improvements with I-405 program rather than inclusion of improvements into I-405 program – “Coordinate with WSDOT for improvements along SR 167 portion of Rainier Avenue (south of S 2nd St) and where Rainier Avenue recommended improvements overlap with proposed I-405 improvements.”
2. Page 64, 3rd recommendation group title – Revise text to reflect coordination of improvements with I-405 program rather than inclusion of improvements into I-405 program – “Coordinate with WSDOT for improvements along SR 167 portion of Rainier Avenue (south of S 2nd St) and where Rainier Avenue recommended improvements overlap with proposed I-405 improvements.”
3. Why are S 7th St improvements listed with coordinate with WSDOT – Figure 3-3 only shows increase of 40 eastbound vehicles (from 680 to 720) on 7th just west of Talbot Road between 2002 and 2030 during PM peak hour. Also, only I-405 vehicles using S 7th would be northbound I-405 traffic (SB traffic would go to Lind Ave, not Talbot). How

Appendix 5A. Agency Comments



Corridor Program

Congestion Relief & Bus Rapid Transit Projects

many cars (that ultimately want to go north) really will backtrack south to the Talbot on-ramp rather than use the SR 169 on-ramp?

4. Page 64 – Remove "West to southbound turn lane from southwest 7th to Talbot Road South" from recommendations to coordinate with WSDOT. This is City stand alone project for the City to fund.
5. Page 65 – Remove asterisk from S 7th St add eastbound lane project for coordination with WSDOT.

Appendices

1. Appendix 1B has page numbers indicated it is Appendix 1A
2. Page 2E-1 thru 7 – Title is missing space between "Rainier Avenue S" and "and", appears as "Rainier Avenue Sand"
3. Page 4B-1 – Would adding dual southbound left turn lane at Grady/ Rainier improve operations enough to attract left turns from 7th to maintain single southbound left turn lane at 7th and single eastbound lane on 7th between Shattuck and Talbot? There would be less impacts by adding second southbound left turn at Grady than at 7th.
4. Last 11 pages of bound version (after appendix 4B) seem to be from different project (Bear Creek Parkway)???



Washington State
Department of Transportation

Appendix 5A. Agency Comments

Terry Flatley's comments were:
Hi Nate,

Here are my comments:

Generally, all roadway improvements should consider bike lanes other than on Rainier Avenue from Airport Way to the south. Bike lanes should be on both sides of streets.

Page 59 - The recommendations for 4 feet wide planting strips is inadequate for tall and medium growing trees. Only small growing trees will fit into this width and still be compatible with other infrastructure. The problem with most small growing trees is that they tend to be wider than taller. Wide spreading trees this small will collide with traffic as it passes down the street and result in damage to trees and vehicles and require more maintenance to keep them away from the roadway and from blocking sidewalk access for pedestrians. At a minimum, the planting strip should not be narrower than 6 feet and 10 is preferred. While medians are mentioned, no width is indicated for these.

Page 64. Rainier Avenue Transportation Corridor Study Recommendations

To Hardie Avenue SW Recommendations, please add, Provide landscaped planter strips, sidewalks and (perhaps) pedestrian scale lighting, etc. Also, change the combined bicycle/ped facility on the west side to Provide bicycle lanes on south bound and north bound lanes. Including BAT lanes with bike lanes is one area that needs further study.

Page 67. Same comments as above on landscaping and bike lanes.

Page 68. Conceptual view is misleading from information given in the report. The planter strip along Rainier is depicted as being much wider than 4 feet as suggested in the recommendations. It appears to be 8 to 10 feet wide.

Page 69. Same comment as for Page 68.

The planter strips need to be wider than 4 feet. It will look odd with such narrow planter strips planted with small growing trees. Wider planter strips will afford larger growing trees which provide a more closed canopy look for the streets (Rainier and Hardie) which can have aesthetic, stormwater and other benefits. Narrow planter strips will create early maintenance issues for the City as trees begin to heave sidewalks, curbs and street surfaces; we have seen countless examples of this in the City; some examples can be found on Rainier Avenue today. As I mentioned above, the narrowest planting strip should be no smaller than six feet wide. Much emphasis is placed on landscaped medians and sidewalks and it is my opinion the emphasis should be placed on the planter strip instead as the more important infrastructure improvement.

Finally, wider planter strips and bike lanes on both sides of roadways are mandatory components that need to be incorporated into the Rainier Avenue, Hardie Avenue and other street improvement projects. While the Parks Division agrees with routing bike traffic to Hardie Avenue, Hardie needs bike lanes in both directions and not a combined bike/pedestrian facility. These changes need to be reflected in the final recommendations of the plan.